

DISCARDED
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NINETEENTH ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

STATE OF FLORIDA

FOR THE YEAR ENDING FEBRUARY 29, 1916



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TALEAHASSEE, FLORIDA

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COMMISSIONERS.

GEO. G. McWHORTER, *Chairman*, Commissioner ; } Aug. 17,
E. J. VANN, Commissioner ; } 1887, to
WILLIAM HIMES, Commissioner ; } June 13,
JOHN G. WARD, *Secretary*. } 1891.

(Commission was abolished by Act of Legislature, 1891;
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, *Chairman*, Commissioner ; } July 1,
HENRY E. DAY, Commissioner ; } 1897, to
JOHN M. BRYAN, Commissioner ; } Jan. 3,
J. L. NEELEY, JR., *Secretary*. } 1899.

HENRY E. DAY, *Chairman*, Commissioner ; } Jan. 3,
JOHN M. BRYAN, Commissioner ; } 1899, to
JOHN L. MORGAN, Commissioner ; } Jan. 8,
JOHN L. NEELEY, *Secretary*. } 1901.

HENRY E. DAY, *Chairman*, Commissioner ;
(Henry E. Day resigned October 1, 1902, and
was succeeded by R. Hudson Burr. At the
same time John L. Morgan was elected Chair- } Jan. 8,
man for the rest of the term.) } 1901, to
JOHN M. BRYAN, Commissioner ; } Jan. 6,
JOHN L. MORGAN, Commissioner ; } 1903.
JOHN L. NEELEY, *Secretary*. }
(John L. Neeley resigned October 1, 1901, and
Royal C. Dunn was elected as his successor.)

JEFFERSON B. BROWNE, *Chairman*, Commissioner ; } Jan. 6,
R. HUDSON BURR, Commissioner ; } 1903, to
JOHN L. MORGAN, Commissioner ; } Jan. 3,
ROYAL C. DUNN, *Secretary*. } 1905.

JEFFERSON B. BROWNE, *Chairman*, Commissioner ; } Jan. 3,
R. HUDSON BURR, Commissioner ; } 1905, to
JOHN L. MORGAN, Commissioner ; } Jan. 8,
ROYAL C. DUNN, *Secretary*. } 1907.

R. HUDSON BURR, *Chairman*, Commissioner; } Jan. 8,
 JOHN L. MORGAN, Commissioner; } 1907, to
 NEWTON A. BLITCH, Commissioner; } Jan. 4,
 ROYAL C. DUNN, *Secretary*. } 1909.

R. HUDSON BURR, *Chairman*, Commissioner; } Jan. 4,
 NEWTON A. BLITCH, Commissioner; } 1909, to
 ROYAL C. DUNN, Commissioner; } Jan. 3,
 S. E. COBB, *Secretary*. } 1911.
 (S. E. Cobb resigned September 5, 1909, and
 J. Will Yon was elected as his successor.)

R. HUDSON BURR, *Chairman*, Commissioner; } Jan. 3,
 NEWTON A. BLITCH, Commissioner; } 1911, to
 ROYAL C. DUNN, Commissioner; } Jan. 7,
 J. WILL YON, *Secretary*. } 1913.

R. HUDSON BURR, *Chairman*, Commissioner; } Jan. 7,
 NEWTON A. BLITCH, Commissioner; } 1913, to
 ROYAL C. DUNN, Commissioner; } Jan. 5,
 J. WILL YON, *Secretary*. } 1915.

R. HUDSON BURR, *Chairman*, Commissioner } Jan. 5,
 NEWTON A. BLITCH, Commissioner; } 1915, to
 ROYAL C. DUNN, Commissioner; }
 J. WILL YON, *Secretary*. } —

Report of RAILROAD COMMISSION State of Florida

Tallahassee, Fla., March 1, 1916.

To His Excellency, Park Trammell,
Governor of Florida.

Sir:—In obedience to the law, the Railroad Commissioners have the honor to submit to you their Annual Report for the period beginning March 1, 1915, and ending February 29, 1916, the same being their Nineteenth Annual Report.

NEW RAILROADS CONSTRUCTED.

Three new railroads have applied to the Commissioners for rates. The Pelham & Havana Railroad stated that they had been operating from Cairo, Ga., to Darsey, Fla., and that they had now constructed their line to Havana, 5.6 miles in Florida. We advised this Railroad Company that the Commission had made it a policy not to recognize a railroad as a common carrier until after it had been investigated and shown to be of such a character as to make it a common carrier in fact, that if the Company would have someone meet our Inspecting Engineer at Havana and show him over the line in a trip of inspection, and our Engineer then reported to us a condition of this line as set out above, we would then recognize it as a common carrier, and promulgate rates for its use. No reply has been made to this request and this line has not been recognized as a common carrier.

The Florida Railway has completed 10 miles of a two-foot gauge road from Wilmarth, a station on the line of the Florida Railway Company, and rates have been prescribed for its use.

The South Florida & Gulf Railroad has completed 14.6 miles of new line from Kenansville, where it connects with the Okeechobee Branch of the Florida East Coast Railway. Rates have not yet been prescribed for this line.

COMPARISON OF RAILWAY OPERATING REVENUES AND RAILWAY OPERATING EXPENSES IN FLORIDA—ALL LINES.

Year Ending June 30.	Miles of Road Operated.	Total Railway Operating Revenues.	Total Railway Operating Expenses.	Total Net Revenue From Railway Operations.	Net Revenue Per Mile of Road Operated.
1902	3,235.38	\$10,375,745.70	\$ 7,685,781.26	\$ 2,689,964.44	\$ 831.42
1903	3,271.13	10,391,205.04	7,141,827.87	3,249,377.17	993.35
1904	3,364.49	11,638,896.19	8,047,625.47	3,591,271.72	1,067.40
1905	3,416.41	12,332,212.12	8,491,734.42	3,840,477.70	1,124.12
1906	3,508.90	13,826,328.73	9,631,840.72	4,194,488.01	1,195.38
1907	3,521.41	15,615,618.91	12,157,232.05	3,458,386.86	982.10
1908	3,907.49	15,748,008.89	12,500,839.69	3,247,169.20	831.01
1909	4,018.32	17,026,689.07	11,870,282.97	5,156,406.10	1,283.22
1910	4,304.62	19,441,618.11	13,310,546.47	6,131,071.64	1,424.30
1911	4,337.03	21,089,153.36	14,700,615.01	6,388,538.35	1,473.09
1912	4,543.58	22,652,848.74	16,726,060.40	5,926,788.34	1,304.42
1913	4,610.01	25,212,871.71	18,210,006.84	7,002,864.87	1,519.05
1914	4,772.33	25,160,844.87	18,420,291.03	6,740,533.84	1,412.41
1915	4,937.12	21,690,289.46	16,308,809.29	5,383,641.07	1,090.44

ANNUAL REPORTS MADE BY STEAMBOAT LINES.

Steamboat lines come under our jurisdiction as common carriers, and are subject to regulation. Heretofore we have not required steamboat lines to file Annual Reports of operations, revenues and expenses, but we have deemed it advisable to require these reports of this class of carrier, and have so called upon the steamboat lines operating in this State for annual reports, and they have been filed for the year ending December 31, 1915, and condensed statement has been made up from these reports, showing their operations, which statement will be found under the head of statistics in this report.

HEARINGS AND INVESTIGATIONS.

In addition to hearings held at Tallahassee, the Commissioners have during the year held meetings and investigations at other places, as shown below:

Reddick—An informal meeting to consider establishment of telegraph service.

Jacksonville—A conference with lumbermen with regard to rates on lumber, and also a conference with other citizens with regard to the Union Passenger Depot ordered to be built at Jacksonville.

Apopka and Lochloosa—An investigation as to depot facilities and conveniences.

Callahan—An informal visit and investigation as to the advisability and reasonableness of requiring the construction of a Union Passenger Depot.

Perry—A formal hearing in the matter of readjustment of telephone rates.

Mayo—A formal hearing in the matter of readjustment of telephone rates.

Starke—An informal meeting with strawberry growers to consider rates on strawberries, and facilities for handling same.

St. Petersburg—An informal hearing to consider a petition for the construction of physical connection for the transfer of carload freight between the A. C. L. R. R. and the T. & G. C. R. R.

Clearwater—An informal investigation as to depot facilities and conveniences.

Marianna—Formal hearing to consider the applica-

tion of L. & N. R. R. to withdraw its commodity rates and advance them to the mileage scale.

Hastings—Informal investigation as to telephone facilities.

Maysland or Bailey—An informal investigation and conference with citizens and the Superintendent of the South Georgia Railway, with regard to petition for change of location of station.

Edgewood or Ridgewood Park—An informal investigation to consider a petition for establishment of a station.

Apalachicola—Conference was held with oyster dealers to discuss express rates on oysters.

Gainesville—Formal hearings to consider petition for change of schedules of A. C. L. R. R. and S. A. L. Railway, and also petition for establishment of express service on A. C. L. between Wilcox and Gainesville.

Mattocks—An investigation in the matter of depot facilities.

Orlando—Formal hearing to consider readjustment of telephone rates.

Dover—An informal meeting to look into the matter of better express and side track facilities for shipment of strawberries.

Crystal River—An investigation as to train service on Homosassa Branch of A. C. L. R. R.

Umatilla—A meeting with Lake County Chamber of Commerce, to consider the matter of train service in that section.

Orlando and Kissimmee—Visited these towns to investigate complaints made with regard to condition of toilets, and the manner of issuing "Bad Order" checks on baggage.

Pine Level—An informal meeting to consider the matter of location of station.

FINES IMPOSED.

During the year fines were imposed as follows:

G. S. & F. Ry.—By Order No. 474, for a violation of Rule 11 of the "Passenger Rules," in that it failed to provide individual or sanitary drinking cups on its passenger trains.	\$ 100.00
S. A. L. Ry.—By Order No. 475, for a violation of Rule 11 of the "Passenger Rules," in that it failed to provide individual or sanitary drinking cups on its trains.....	100.00

F. E. C. Ry.—By Order No. 490, for a violation of Rule 19 of the "Freight Rules".....	3,000.00
F. E. C. Ry.—By Order No. 491, for violation of Rule 7 of the "General Rules".....	2,500.00
F. E. C. Ry.—By Order No. 492, for violation of Rule 7 of the "General Rules".....	2,500.00
F. E. C. Ry.—By Order No. 495, for violation of Rule 7 of the "General Rules," in that it advanced rates to East Palatka without the approval of the Commissioners for such advance	2,500.00
A. C. L. R. R.—By Order No. 503, for a violation of Order No. 481, in the matter of construction of depot at St. Cloud.....	500.00
 Total fines imposed.....	 \$11,200.00

FINES PAID.

G. S. & F. Ry.—Violation of Rule 11 of the "Passenger Rules," imposed by Order No. 474 as above	\$ 100.00
S. A. L. Ry.—Violation of Rule 11 of the "Passenger Rules," imposed by Order No. 475 as above	100.00
East Fla. Telephone Company—Discrimination in rates at Newberry, upon complaint of Dutton Phosphate Company, fine of \$100, imposed by Order No. 471 in August, 1914; reduced and paid.....	50.00
 Total fines paid	 \$ 250.00

FINES IMPOSED AND UNPAID.

L. O. P. & G. R. R.—Issuance of free pass to E. A. Hodge	\$ 50.00
Florida Railway Co.—Violation of Rule 15 of the "Freight Rules" by refusal to switch car load of stoves at Perry.....	200.00
Suit for collection of fine dismissed.	
F. E. C. Ry.—Violation of Rule 19 of the "Freight Rules," imposed by Order No. 490..	3,000.00

F. E. C. Ry.—Violation of Rule 7 of the "General Rules," imposed by Order No. 491.....	2,500.00
F. E. C. Ry.—Violation of Rule 7 of the "General Rules," imposed by Order No. 492.....	2,500.00
F. E. C. Ry.—Violation of Rule 7 of the "General Rules," in that it advanced rates to East Palatka without the approval of the Commissioners, imposed by Order No. 495.....	2,500.00
A. C. L. R. R.—Violation of Order No. 481, in the matter of construction of depot at St. Cloud, imposed by Order No. 503.....	500.00
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Total fines unpaid.....	\$11,250.00

LONG AND SHORT HAUL.

The Legislature of 1913 passed what has become to be commonly known as the Long and Short Haul Law (Chapter No. 6523).

This Act provides, in substance, that it shall be unlawful for any Railroad Company engaged in the business of common carriage of freight in the State of Florida to charge or receive any greater compensation in the aggregate for the transportation of freight of any nature for a shorter than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance. The Act authorizes the Railroad Commissioners to relieve carriers of its provisions in cases where the facts would warrant such action.

In order that the new law might be called more directly to the attention of the citizens of the State, and that they might be given an opportunity to hear the argument of the carriers in defense of their present system of rate making, the Commissioners held meetings in the early part of 1914 at various points in the State, being particular to select such points as would be directly affected by the application of the long and short haul Act, such as Ocala, Kissimmee, Titusville, West Palm Beach, Live Oak and DeFuniak Springs.

Since these meetings were held the Commissioners have been actively investigating the numerous applications for relief filed by the carriers. In order that the magnitude of this task be understood it might be well to call atten-

tion to the fact that one carrier alone has filed with the Commission applications for relief on over 1,300 different rates.

In several instances the Commissioners have granted relief to the carriers with the understanding that such relief was temporary, and that the rates established thereunder were to be subject to the final decision of the Commission in the general long and short haul matter.

The long and short haul question is not a new one in transportation. Such a clause has for some years been incorporated in the Interstate Act. In fact, the Florida law is practically a copy of the fourth section of the Act of Congress to Regulate Commerce, as amended June 18, 1910. It is, however, a question that has engaged the attention of some of the foremost students of transportation problems in this country, and with reference to which there are many different theories.

Acting under the fourth section of the Interstate Act the Interstate Commerce Commission has allowed the carriers to depart from the strict letter of the law on many rates from points in the North and West to Jacksonville. It may not be commonly known, but it is a fact, that there are in effect today many rates from the Ohio River Gateways to Jacksonville that are lower than rates from the same points to Atlanta and Montgomery, although both Atlanta and Montgomery are intermediate.

The Commissioners will render their decision on the general long and short haul applications now pending, just as soon as it is possible to do so.

SUPPLEMENTARY.

Since the foregoing was written there has come before the Commissioners the question of the establishment of commodity rates on certain commodities that were being manufactured in Jacksonville, from Jacksonville to Tampa, Fla. On Sept. 11th, 1915, the Atlantic Coast Line and Seaboard Air Line Railways made application to be allowed to publish reduced rates on the following commodities from Jacksonville to Tampa:

Roasted Coffee.	Macaroni.
Crackers.	Metal Ceiling and Shingles.
Lard Compound.	Liquid Paint.
Cotton Seed Oil.	Butter, C.L.

The basis of this application was that these commodities were being manufactured in Jacksonville, and that on account of the direct water lines from New York, New Orleans and Mobile to Tampa the Jacksonville Manufacturer was unable to compete at that point if forced to use the scale rates that were put into effect by the application of the Long and Short Haul Law. The Commissioners approved the application with reference to crackers, lard compound, cotton seed oil and metal ceiling and shingles, under date of Sept. 30th, 1915. The application with reference to roasted coffee, macaroni, liquid paint and butter was denied on the ground that investigation developed that all of these commodities except butter were also being manufactured in Tampa, and that it would be an injustice to the Tampa manufacturer to approve the application, which asked that the rates be made *from* Jacksonville to Tampa, instead of *between* Jacksonville and Tampa. The application with reference to butter was declined for the reason that it is not manufactured in quantity at either place.

On December 9th, 1915, the carriers submitted an amended application covering all of the previous articles, adding to the list the item of cotton linters, and eliminating the item of butter, and further asking that the rates be made to read between Jacksonville and Tampa. As the amended application removed the objections to the former one, it was approved, and the carriers were authorized to publish the following commodity rates between Jacksonville and Tampa without making them applicable to intermediate points:

	Carload.	Less Carload.
Roasted Coffee .....	.28	.42
Crackers .....	.28	.42
Lard Compound .....	.20	.20
Cottonseed Oil, in Bbls.....	.30	.46
Macaroni .....	.37	.57
Metal Ceiling and Shingles.....	.28	.42
Liquid Paint .....	.28	.42
Cotton Linters .....	.30	.30

The new rates became effective on the Seaboard Air Line on March 10, 1916, and on the Atlantic Coast Line on March 10, 1916.

There seems to be a pretty general impression that in dealing with the reduction of rates to meet competitive conditions the Commissioners have the power to initiate or propose such reductions and then act upon them under the terms of the long and short haul law, and the Commissioners desire to correct this impression. Under the law applications to reduce rates to meet water or other competition without making such rates the maximum for intermediate points must come from the carrier. They cannot be initiated or proposed by the Commissioners.

INTERSTATE RATES ON COMMODITIES TO INTERIOR FLORIDA POINTS.

For many years there has been a demand for a re-adjustment of freight rates to interior Florida points which would enable those desiring to do so to engage in the jobbing or wholesale business.

Responsive to this demand, the Legislature of 1913 passed what has come to be known as the "Long and Short Haul Law." It was thought by the supporters of this law that it would meet the needs of the interior centers of Florida.

After many hearings and exhaustive investigation of the matter the Commissioners were convinced that the application of the "Long and Short Haul Law" would not accomplish the results its supporters had expected. The Commissioners became convinced that there was but one means of relief for these interior points, and that was the application of interstate carload through rates on heavy commodities from Western points. They therefore took up this phase of the question with the officials of the Atlantic Coast Line and Seaboard Air Line Railways, and in the course of a number of conferences with them, finally agreed upon a scale of interstate carload commodity rates that they agreed to put in. The Commissioners are of the opinion that these rates will be of material assistance to the Cities and Towns of the interior in the building up of a jobbing or wholesale business, and give them an expanded territory in which to do business.

It has taken some time for the carriers to work these rates out, for the reason that they had to be made so as not to violate the 4th Section of the Interstate Com-

merce Law, to which all of the rates in the Southeast have recently been made to conform. The Commissioners are gratified, however, to announce that these rates will become effective on the 15th day of May, 1916.

STATE EXPRESS RATES.

Soon after the Interstate Commerce Commission's new block system of stating express rates went into effect (Feb. 1st, 1914), it was proposed that this system in a modified form be adopted by the various States for application to intrastate express traffic. The express companies themselves seemed anxious for this to be done, stating that while the proposed modified form would result in reduced revenue to them they were willing to stand a slight reduction for the sake of having all of their State rates put on a uniform basis.

Prior to March 1, 1915, this modified system had been accepted by all of the States in Zone No. 2 with the exception of the State of Florida. As stated in our 18th Annual Report, the Commissioners were making an exhaustive investigation of these rates with reference to what would be the result of their application to the business of this State. When the 18th Annual Report went to press on March 1st, 1915, the Commissioners were not satisfied that the new rates would produce a reduction in the total express revenues in this State. Since that date the investigation has been continued, and the Commissioners have had an opportunity to confer personally with the Commissioners from other States in zone No. 2, where the new system had been in operation for some time.

The result of these investigations was to convince the Commissioners that the adoption of the modified system would not only reduce the total express revenues in Florida, but would bring about a uniformity in the statement and application of the rates very much to be desired. Therefore the Commissioners ordered the Southern Express Company to adopt and put into effect in this State the modified system of express rates, to be stated in the block and sub-block method originated by the Interstate Commerce Commission, and the rates become effective on March 1st, 1916.

The adoption of this system does not mean that every express rate in this State will be reduced, nor does it

mean that none of the rates will be advanced. It does mean that the general level of the rates will be reduced, and that the application of the new rates to any particular day's business as compared with the old rates will produce a less total revenue to the express company. It further means the equalization of rates, and the lining up of some rates that were very much out of adjustment, for instance:

For many years the express company has maintained in this State a line of commodity rates on fresh fish to certain points. In many instances these commodity rates were lower than the freight rates. While these preferred points were enjoying these extremely low rates, other points, to which the commodity rates had not been given, were carrying the burden. To illustrate:

Under the old adjustment there was in effect a commodity rate of \$2.00 per barrel of 200 pounds on fish from Frostproof, Fla., to Madison, Fla. The rate on the same amount of fish from Frostproof to Quincy, Fla., was \$4.00, or just twice as much. In this particular instance the inequality is removed by the reduction of the rates to both points. In many cases, however, the inequality in the rates is removed by advancing the commodity rate heretofore in effect and reducing the rate to the point that formerly had no commodity rate.

The same thing occurs in all classes of traffic to some extent, but it should be borne in mind at all times that no matter what the advance on a certain commodity between given points may be, the general level of the entire rate structure has been reduced.

No rate structure that has been built up, as has the old express rate structure of this State, by making rates, here, there and yonder, to meet the whim of some particular shipper, or to meet the exigencies of some particular situation, can be put on an equitable and uniform basis without advancing some rates. Again, no new system of stating rates, such as the block system, can be put into effect at once in absolutely perfect condition. There are geographical situations, to which exceptions must be made, and certain incongruities that must be ironed out before any system can reach perfection. In the matter of rates, situations of this kind cannot all be foreseen, and many of them can only be located by an actual application of the system.

If in the application of these rates such situations should come to the attention of shippers the Commissioners will appreciate having the matter called to their personal attention, and they will take pleasure in handling for adjustment.

For further information, with reference to the rates themselves, please refer to Order No. 506, which will be found elsewhere in this Report.

COMMODITY RATES ON L. & N. RAILROAD.

Prior to Oct. 21st, 1914, the Louisville & Nashville Railroad had in effect on its Florida lines a scale of class rates that was much higher than the class rates on the Atlantic Coast Line or Seaboard Air Line Railways. In connection with this scale the L. & N. published commodity rates between certain points that were as a rule lower than the class rates.

Effective Oct. 21, 1914, the Commissioners ordered in on the L. & N. Railroad the same scale of class rates as were in effect on the A. C. L. and Seaboard Air Line Railways. This reduction in many instances made the class rates lower than the old commodity rates, which had not been cancelled by the change in the scale rates. In some cases, however, the commodity rates were higher than the class rates.

On May 22nd, 1915, the L. & N. made application to be allowed to withdraw its commodity rates, and substitute therefor the scale rates of the Commission. The Commissioners issued notice for a hearing at Marianna, Fla., which was held on Aug. 10th, 1915, notice of the hearing being given as much publicity as possible. After hearing the matter fully it was taken under consideration, and the Commissioners, under date of Oct. 30th, 1915, issued Order No. 499. This Order, which will be found elsewhere in this Report, carries a detailed list of the commodity rates passed on, and gives the rates that the carrier was allowed to withdraw, as well as the rates that were not allowed withdrawn.

It will be noted that the Commissioners declined to allow the L. & N. to withdraw their commodity rates on articles that move in quantity from the section served by that line, and articles on which other carriers in this State maintain lower rates than the scale, such as Cot-

tonseed, Molasses, Naval Stores, and empty Soda Water Cases, returned.

For detailed information your attention is called to Order 499, which will be found printed in this Report.

TELEPHONE COMPANIES.

With the idea of more effectively carrying out the intent and purpose of Chapter 6525 of the Laws of 1913, for the regulation of Telegraph and Telephone Companies, the Commissioners employed Mr. Geo. B. Ames as Telephone Engineer, February 1, 1915. During the year we have had Mr. Ames visit and make inspections and tests of service, plants and equipments of a large number of exchanges in the State.

INSPECTIONS AND TESTS.

Inspections and tests were made of the following exchanges:

Alachua, Fla. Alachua Telephone Company.
 Altha, Fla. Barfield Telephone Company.
 Apalachicola, Fla. Apalachicola Elec. Light & Tel. Co.
 Blountstown, Fla. Riverside Telephone Company.
 Bristol, Fla. Bristol Telephone Company.
 Chipley, Fla. Southern Bell Tel. & Tel. Co.
 Dade City, Fla. Lake County Telephone Company.
 DeLand, Fla. DeLand Telephone Company.
 Gainesville, Fla. Southern Bell Tel. & Tel. Co.
 Gainesville, Fla. East Florida Telephone Company.
 Geneva, Fla. Southern Bell Tel. & Tel. Co.
 Greenville, Fla. Gulf Telephone Company.
 High Springs, Fla. High Springs Telephone Company.
 Kissimmee, Fla. Kissimmee Telephone Company.
 Lake Butler, Fla. Lake Butler Telephone Company.
 Lake City, Fla. Southern Bell Tel. & Tel. Co.
 Lakeland, Fla. Peninsular Telephone Company.
 Live Oak, Fla. Florida Telephone Company.
 Madison, Fla. Madison Telephone Company.
 Marianna, Fla. Marianna Telephone Company.
 Mayo, Fla. Florida Telephone Company.
 Monticello, Fla. Monticello Telephone Company.
 Ocala, Fla. Ocala Telephone Company.
 Orlando, Fla. Orlando Telephone Company.
 Oviedo, Fla. Southern Bell Tel. & Tel. Co.

Palatka, Fla. Southern Bell Tel. & Tel. Co.
Perry, Fla. Gulf Telephone Company.
Quincy, Fla. Quincy Telephone Company.
St. Petersburg, Fla. West Coast Telephone Company.
Sanford, Fla. Southern Bell Tel. & Tel. Co.
Starke, Fla. Starke Telephone Company.
Tallahassee, Fla. Southern Telephone & Con. Co.
Tampa, Fla. Peninsular Telephone Company.
Wellborn, Fla. Little River Telephone Company.

With regard to these tests, Mr. Ames makes the following general statement:

"In general the service was found to be good and the condition of the plants fair. However, there was room for improvement in some of the exchanges. The Telephone Companies appeared to be giving the public every consideration, in so far as their financial conditions would allow."

From the reports of inspections and tests made it was evident to the Commission that the conditions in several exchanges were such as to warrant immediate changes in operation and maintenance of the plants. These were taken up with the various Telephone Companies where they were found to exist, resulting now in better service to the public. Many irregularities in rates and practices were found where investigations were made and requests made for their correction.

We were petitioned by the Gulf Telephone Company for an increase and readjustment of its exchange rates at Greenville, Mayo and Perry, and by the Orlando Telephone Company for an increase of its rates at Orlando, and by the Little River Telephone Company for an increase in the rates of its Wellborn exchange. We have had an appraisal made of the physical property and investigation of the books of the Companies where advances in rates have been asked. These appraisals and investigations included analyses of the various cases determining the reproduction cost new for each plant and from actual inspection determining the depreciated or present value of the plants on which the Companies were entitled to a reasonable return. The analyses further determined the rate of return that the Companies would have received for the year prior to the dates of the appraisals and estimated the rate of return for the year following the

date of appraisal. On account of the varying conditions in the different towns it was necessary to develop unit costs for each kind of apparatus used in these plants. After the appraisals were fully completed hearings on the petition of the Gulf Telephone Company were had at Perry and Mayo, after which the Commissioners entered their orders prescribing schedule of rates for the three exchanges of the Gulf Telephone Company at Greenville, Mayo and Perry, which orders are shown elsewhere in this report. The same action was likewise taken with regard to the petition of the Orlando Telephone Company, and the order prescribing the new schedule of rates for the Orlando Telephone exchange will be found elsewhere in this report. The appraisal of the plant of the Little River Telephone Company at Wellborn has been completed and the matter set down for hearing at Wellborn on March 17th. The rates ordered by the Commission at Mayo have not been put into effect. This exchange was bought by the Florida Telephone Company since the appraisal was made and the new owners have taken the Commissioners' order in the Mayo rate matter to the Courts.

The Southern Bell Telephone & Telegraph Company petitioned the Commissioners to be allowed to reduce its local exchange rates at Key West, which was allowed.

A number of Toll Stations have been established and the toll rates have been prescribed therefor. Due representations having been made to the Commission a few Toll Stations were allowed to be discontinued. After careful consideration of each individual case the Commission has prescribed changes in a number of Toll rates between various towns in the State and the routing of Toll calls for the better transmission of messages.

INFORMAL COMPLAINTS.

A large number of complaints relating to the rendering of telephone service and the rates paid therefor have been thoroughly investigated and handled to the satisfaction of complainants and without any undue hardship to the Telephone Companies. Notable among these complaints were the following:

R. D. Maxwell against Miami Telephone Company—Excessive charge for Desk Sets.

Dekle Investment Company against Peninsular Telephone Company—Joint User Rates, Tampa, Fla.

Isaac A. Stewart against DeLand Telephone Company—Discriminatory rates.

E. E. Wiggins against Southern Bell Telephone & Telegraph Company—Toll Rate between Gainesville and Hawthorne.

Little River Telephone Company against Florida Telephone Company—Toll Connection, Wellborn and Live Oak.

Oliver Jernagan against Gulf Telephone & Telegraph Company—Rates and charges, Milton, Fla.

C. J. Bryan against Southern Bell Telephone & Telegraph Company—Failure to furnish service, St. Andrews, Florida.

J. J. Palmer against Madison Telephone Company—Farmer Line Service, Madison, Fla.

REPORTS OF TELEPHONE AND TELEGRAPH COMPANIES.

In order to comply with the law as set forth in Chapter 6525, Acts of 1913, each Telephone Company in the State was required to file with the Commission schedules of their rates, copies of their contracts and agreements with other Telephone Companies and all other persons affecting their operations, and a map of all their toll and long country lines. Considerable difficulty was experienced in getting some of the companies to comply with this request, and in two cases it was necessary for the Commission to serve notice on the Companies to appear and show cause why they should not be fined for failure and refusal to comply with the orders of the Commission. The result of these requests is that the Commission now has on file in their office complete rate schedules for all the Telephone Exchanges in the State, numbering one hundred and thirty-five, and complete toll rate schedules for the seventy-nine Telephone Companies operating in this State. The Commission also has on file copies of contracts and agreements of all the Companies and maps of their toll and long country lines.

Blank County maps have been purchased, which will be sent to all the Telephone Companies with the rough maps, which they have already furnished, with request

that the information contained on the rough map be given on the blank ones and return to the Commission for their files, so that this information may be accurate and uniform.

In order that the Commission and the Telephone Companies themselves might be advised of the increase or decrease in the number of their subscribers from month to month, the Companies were required to make a report of the number of subscribers on June 30th and December 31st, and they were instructed to keep a similar record for the last day of each month during the year. It is proposed to require similar reports every six months hereafter.

For the purpose of classifying the Telephone Companies in this State and in order that the Commission might be advised of the financial operations of the various Companies, a Financial Report was required of all Companies alike, covering their operations for the year ending December 31, 1915. This report was designed to cover each exchange separately and to segregate Florida toll business from Interstate business. This separation of accounts was impossible with a large number of the smaller companies because of their not having kept a separate record for each exchange, etc. With the very small "Class D" Companies it was found that there were a number that had absolutely no record of their financial operations during the year, and consequently were unable to make any report. The Gross Receipts and Net Revenues for the Telephone Companies in this State will be found under the head of Statistics in this Report. This table also enumerates the Telephone Companies and the exchanges that they operate in Florida, with the number of subscribers on June 30th and December 31st. This table also classifies the Telephone Companies in this State in accordance with the Interstate Commerce Commission's Classification of Telephone Companies for the purpose of Accounting, which is as follows:

Class "A"—All Companies having average annual operating revenues exceeding \$250,000.00.

Class "B"—All Companies having average annual operating revenues exceeding \$50,000.00 and not more than \$250,000.00.

Class "C"—All Companies having average annual operating revenues exceeding \$10,000.00 and not more than \$50,000.00.

Class "D"—All Companies having average annual operating revenues of \$10,000.00 or less.

In accordance with this classification we find by referring to this table that there are:

2 Class "A" Companies operating 32 exchanges and serving 22,400 subscribers.

1 Class "B" Company operating 1 exchange and serving 3,776 subscribers.

13 Class "C" Companies operating 30 exchanges and serving 7,730 subscribers.

63 Class "D" Companies operating 71 exchanges and serving 6,725 subscribers.

79 Companies of all classes operating 135 exchanges and serving 40,362 subscribers.

The Interstate Commerce Commission has prepared Annual Report forms for Class "A," "B" and "C" Companies and will furnish us a sufficient number of copies for our purpose in requiring Telephone Companies in the State to make annual reports to us for the year ending December 31st, 1915.

When these forms are received they will be sent to the various companies in this State who will be required to file with the Commission a copy of the report furnished the Interstate Commerce Commission. These reports will cover the entire operations of these Companies, and in that way differing from the reports already required and referred to above which cover Florida business only. On account of the delay of the Interstate Commerce Commission in getting these forms out it will be impossible for any of the information contained therein to be included in this report.

RULINGS OF THE COMMISSION.

The rulings of the Commission on various subjects affecting the operation of telephone companies during the year are in part as follows:

The Fiscal year for telephone and telegraph companies in this State shall be the calendar year.

Telephone service rendered by all Telephone Companies shall be continuous.

No Telephone Company shall give free or reduced rate service to any person except those allowed by law.

Cash deposits shall not be required of prospective subscribers as a condition precedent to the establishment of telephone service. Three months rental in advance shall be collected from all prospective subscribers alike on new installations, and thereafter only one month in advance shall be collected before the 11th day of the month.

Telephone Companies shall furnish telephone service to all persons applying therefor within the Exchange Area limits without any installation or connection charge.

The Exchange Area of all Telephone Companies shall be the city, town or village Area within the city, town or village limits.

Additional listings in the directory shall not be more than \$3.00 per year.

Additional Lines in the Directory shall not be more than \$3.00 per year.

Additional charges for Desk Telephones shall not be more than \$3.00 per year.

Reduced rates to stockholders of a Company is prohibited.

All toll charges to Subscribers and Non-subscribers to the local exchange service shall be the same.

Two or more persons, firms or corporations may use the same telephone by paying a joint user rate therefor.

Telephones in University and School Buildings classified as business stations.

No toll station or local exchange shall be abandoned without first receiving the approval of the Commission.

No Local, Toll or Special Rate shall be established or changed until approved by the Commission.

MISCELLANEOUS TELEPHONE MATTERS.

All the Telephone Companies have been required to furnish copies of their directories in use and copies of each new directory as soon as issued. Accordingly the Commission has, or will soon have, copies of all the directories issued by the Telephone Companies in this State.

We have recognized the necessity of adopting a set of rules for the regulation of Telephone and Telegraph Companies and have been working with this end in view, with

the result now that these rules have been worked into shape, and in a short time it is our purpose to have a public hearing to consider their adoption.

A set of Accounting Rules prescribing systems of accounts to be kept by Telephone Companies in Classes "A," "B," "C" and "D," has been tentatively drawn up and will also be set down for hearing. These proposed Accounting Rules incorporate the Interstate Commerce Commission's Classification of accounts for Class "A," "B" and "C" Companies, in addition to the segregation of toll and exchange operations and Florida business only. On account of the Interstate Commerce Commission not having prescribed a system of accounts for Class "D" Companies, it has been necessary for us to prepare a proposed form of accounts to be kept by the small companies of this character, which form as proposed is very simple, and if adopted will be an easy and accurate record of their financial operations.

From the Financial Report which the Commission required all Telephone Companies to make for the year 1915 it is found that there has been spent for New Construction or Extension of Plant by the various companies in Florida during 1915 the sum of \$490,167.14.

New switchboards have been installed by the various companies during the year at the following exchanges:

Blountstown, Fla.
Bradentown, Fla.
Clermont, Fla.
Davie, Fla.
Jacksonville, Fla. (Automatic Equipment).
Lakeland, Fla.
Milton, Fla.
Oviedo, Fla.
Palatka, Fla.
St. Petersburg, Fla.
Sanford, Fla.
Tallahassee, Fla.
Tampa, Fla. (Automatic Equipment).
West Palm Beach, Fla.

MATTERS OF INFORMAL HANDLING.

By far the greater number of complaints filed with the Commissioners have been settled by informal correspond-

ence. During the year we have written about six thousand individual letters in the handling of complaints and subjects brought to our attention. This does not include the large number of circular communications sent out, which will probably run up into the thousands.

Below we beg to make mention of some of the inquiries and complaints handled, answered and adjusted by informal correspondence:

Escambia Lumber Company, Pace, Fla.: Complaint that L. & N. Railroad was charging for 60,000 pounds C. L. lumber, Pace Junction to Pensacola, regardless of actual weight. On investigation, developed that shipments were for export and not subject to jurisdiction of the Railroad Commission. Complainant referred to Interstate Commerce Commission for further handling.

Florida Lime Company, Ocala: A. C. L. Railroad charging for 60,000 pounds minimum C. L. ground limestone, Ocala to Monticello, by reason of hauling the car into Georgia and back into Florida, making it interstate commerce, instead of handling it by an all-Florida route. We handled for reparation on basis of intrastate rate and minimum of 30,000 pounds. A. C. L. offered to make application to Interstate Commerce Commission for reparation if Florida Lime Company would comply with regulation in the payment of an undercharge on the shipment. This the complainant declined to do and the matter was dropped.

L. A. Fraleigh Investment Company, Madison: Asked to be advised if the Madison Telephone Company would be allowed to give them free service in exchange for use of their poles on a twelve-mile private line. Illegal. Telephone Company should pay for use of poles and Fraleigh Company pay for service.

Dr. T. J. Faulkner, Lakeland: Had been paying for 25 miles between Dade City and Plant City via A. C. L. Now increased to 28 miles. Developed prior to September, 1914, A. C. L. met S. A. L. mileage via Lakeland and then changed to 28 miles.

Florida Glades Packing Company, Boynton: Wired rough handling by switching of cars being loaded on side track. We handled by wire with Vice President, who corrected.

Floridin Company, Jamieson: Inquiry if locomotive could be shipped from Jamieson to Quiney on through

rate, stopping at Tallahassee for repairs. We answered necessary to pay two locals for the two separate movements.

C. D. Frink, Westville: Complaint account of excessive weight on 8 C. L. piling. Developed that cars were weighed and estimated weight could not govern, unless scale weight shown to be in error.

T. B. Dobbins, Kathleen: Complaint rate on 7 crates cantaloupes, Kathleen to Key West. Developed that rate of 76 cents as charged was correct.

J. R. Davis, Bartow: On inquiry, was advised that rate of \$2.24 per ton on fertilizer, Jacksonville to Bartow, correct.

N. L. Sanchez, Dover: Complained only 3 minutes allowed to load express, resulting in perishables being left. We handled by wire to satisfaction of complainant.

R. C. Douglass, Citra: S. A. L. failed to pay claims for loss and damage on pears to Asheville and Boston. Advised we had no jurisdiction to collect loss and damage claims.

E. D. Dent, Umatilla: Agent refused to accept telegram for transmission offered at 8 p. m. We handled with General Superintendent of A. C. L., who advised he had given proper instructions and there would be no further trouble.

A. V. Burch, Vice-Pres. and Gen. Mgr., Dupont Railway Land Company, Dupont: F. E. C. Railway making switching charge for placing cars on side track to their mill. Advised F. E. C. not observing Switching Rule 15, enforcement of which was being prosecuted in the Courts.

Carter & McCollum, Jacksonville: On inquiry advised that Edge Dowling Lumber Company could handle watermelons and other freight for other parties over its tram road for pay by contract with the parties served, but no division of freight charges with connecting railroad could be allowed.

Chase & Company, Sanford: Excessive weight on shipments of crate material—crates weighed by complainants showed average 9 3-4 pounds; freight charges made on basis 10 1-2 to 11 1-2 pounds. Advised actual scale weights govern without proof of their error.

S. M. Coody, Port St. Joe: Paid \$56.40 C. L. barrels New Orleans to Port St. Joe; called on for undercharge

\$1.60. Developed that correct charge should have been \$58.00, and undercharge correct.

P. W. Collins, Summerfield: On shipment of paper from Jacksonville to Summerfield, rate of 31c was inserted in bill of lading. Objected to the rate being raised to 60 cents. Rate of 60 cents found to be correct.

Chase & Company, Jacksonville: A. C. L. threatened to remove side track recently constructed, unless complainants sign usual contract releasing Railroad Company from liability for fire, etc. Advised that similar provision in these contracts had been upheld by the Courts.

Arthur Chaires, Clearwater: Clearwater agent refused short mileage Clearwater to Tallahassee. We wrote General Passenger Agent and he gave proper instructions to his agent to correct complaint.

John H. Cook, Apalachicola: G. F. & A. handled cross-ties on mixed train and delayed passengers. The railway agreed not to handle more than 1 C. L. ties and delay train in future more than 10 minutes.

Central Cypress Company, Centralia: Shipment wagon wheels held up at Florida Transfer by S. A. L., account disagreement with A. C. L. as to division. Handled and advised shipment gone forward.

Gus Bryant, Bowling Green: Unable to get A. C. L. to allow wagon road crossing. Advised we had no jurisdiction.

W. W. Carnes, Bradenton: Asked that railroads be required to open windows of passenger cars while the trains stand in terminal stations. Told not thought advisable to make such an order.

B. B. Bledsoe, New Smyrna: Says was advised that Commissioners authorized repeal of precooling tariff on citrus fruit. Commissioners had no authority to authorize repeal of this, an interstate tariff.

Petition from Conant, Fla., to extend A. C. L. Train No. 89 to Leesburg. Declined account of probable interference with connections.

Concrete Supply Company, Bartow: On inquiry advised that "Freight Rule 19" does not apply where commodity rates are lower than scale with deductions.

Coe-Mortimer Company, Charleston, S. C.: Complaint rate on phosphate, Jacksonville to Havana, Fla. Rate in question below scale and freight Rule 19 does not apply.

Cooper Bros., Ojus: Ordered refrigerator car Jan. 13th, notified Railroad on 16th did not want it. Charged \$3.00 demurrage, nevertheless. Complainants ordered car and not the fault of the Railway Company that they did not use it. The demurrage justified.

J. W. Craber, Campville: S. A. L. declined claim of \$10.50 for stanchions on shipments for Jacksonville. Stanchion law not enforceable on shipments moving to ports for coastwise transportation.

Chase & Company, Sanford: Establishment of express service on S. & E. Branch of A. C. L. General Manager Express Company advised not enough business to justify service.

Consolidated Grocery Company, Pensacola: In March 1914 made shipment corn to Panama City. Not accepted by consignee and consignor notified, but did not order re-shipment until October. Agent at Panama City billed corn back at original weight of 3,500 lbs. On arrival at Pensacola shows 600 lbs. short below this weight. Complainant claimed damages for 600 lbs. corn, asked for relief of demurrage. Advised we had no jurisdiction in the loss and damage claim, but overcharge refund should be made on basis of actual weight returned. Could not legally relieve complainant of demurrage.

C. J. Bryan, St. Andrews: Rate on fish, Panama City and St. Andrews to Birmingham as compared to rate from Pensacola. Commissioners of opinion not enough discrimination shown in rates as to justify them in making case before the Interstate Commerce Commission.

Betts Naval Stores Company, Betts: Delay in moving car load naval stores. Handled with Railway Company and advised that better service would be given in future.

A. T. Browning, 3919 Nebraska Ave., Tampa: Complaint alleging excessive rate and charge on mixed shipment of household goods, groceries and store fixtures, Sutherland to Tampa. Quoted correct rate and asked for further information, which was not given, and file then closed.

W. C. Bache, Live Oak: On inquiry advised that claims for stanchions not barred under 3 years.

G. S. Baxter & Company, Jacksonville: Complaint against \$7.00 charge on movement C. L. lumber from planing mill to dock in Jacksonville on shipments originally from Fargo, Ga., contending that it was

switching and not a cross town movement as held by carriers. Interstate commerce, and we had no authority to order change.

Tallahassee Pressed Brick Company, Tallahassee: G., F. & A made claim for undercharge on shipments brick that had moved in the past, arriving at this undercharge by weighing some brick manufactured by complainant, but not a part of the shipments on which the undercharge was claimed. We held that in the absence of scale weights, estimated weights should have been arrived at from the brick in the shipments, and not some brick manufactured by the Company on which no question had ever been raised. Undercharge claim withdrawn.

C. J. Bryan, Panama City: Delay in transmission of telegram to Montgomery. Handled and Superintendent of Western Union advised service would be improved. No further complaint.

E. W. Brown, Nichols: Claim against S. A. L. for killing dog. We have no jurisdiction. Livestock claim law hardly applicable to claim for dog killed by locomotive.

B. F. Ball, Sanford: A. C. L. charged for 12 miles between Sanford and Ethel. Handled with railroad and distance corrected to 10 miles. Complainant called on Commission to collect \$27.20 overcharge paid on erroneous rate. He could not furnish receipts and Commissioners could not collect the overcharge.

Henry Bevill, Bushnell: S. A. L. Train No. 80 not handling freight between Dade City and Wildwood. Superintendent advised this done to improve connection at Jacksonville. No further complaint, and presume complainant satisfied with explanation.

W. C. Bache, Live Oak: S. A. L. declined claim for stanchions on 46 cars lumber to Jacksonville. Advised stanchion law could not be enforced on shipments moving to Jacksonville for export.

L. A. Sealy, Secretary Bowling Green Vegetable Union, Bowling Green: Express Company leaving vegetable shipments. Handled, and Company advised would be no further cause for complaint.

Baker & Holmes Company, Jacksonville: Agent refused to sign bill lading naming number bundles corrugated iron and number of pieces in each bundle. Commissioners

ruled that Agent should count the pieces, verify and sign bill of lading.

A. J. McClellan, Blountstown: No drinking water in waiting room at Blountstown. Developed that public had torn down cooler when kept in waiting room, and Agent was supplying drinking water from his office for protection. Railroad instructed to comply with Passenger Rule 9 by keeping water in waiting rooms.

Gettis Bryan, 7th ave., Tampa: Stock pen at Tallahassee needed repairs and piped for water. Handled and facilities provided.

W. F. Boseman, Leesburg: Contended that he should not pay higher rate on watermelons, Oglethorpe, Ga., to Leesburg than quoted before shipment. Advised interstate shipment and we had no jurisdiction, but tariff rate would have to apply.

E. E. Thompson, Avon Park: No toilets at depot. Handled and facilities provided.

Ansley Lumber Company, Tampa: Excessive switching charge of \$5.00 to West Tampa. Handled and corrected to \$2.00.

All Supply Store, Johnstown: On inquiry advised that Rule XIX of the "Demurrage Rules" could hardly apply to shipments that were lost and not delivered at all.

C. F. Austin, Betts: Freight left account train hurrying by to make connection at Cottondale. Handled with Railroad Company and no further complaint made.

A. T. Heath, 232 Candler Bldg., Atlanta, Ga.: Made complaint against Agent at Arcadia, account failure to check baggage for train on which he was traveling to Punta Gorda. Handled with Superintendent and satisfactory explanation made.

Dr. P. M. George, Tallahassee: Charged through passenger rate, Tallahassee to Thomasville, via Capitola, \$1.70, combination of locals making charge of only \$1.25. Handled with Coast Line and through rate corrected to basis \$1.25.

Ira L. Gunson, Hinson: Discriminatory rate on rice Tallahassee to Hinson 15c, as compared rate Bainbridge to Hinson 8c. Handled with Railway Company who admitted Bainbridge rate too low, which would be advanced to remove the discrimination.

J. M. Griffin, Lake Wales: Failure Express Company to make connection at Haines City for shipments of fish.

Railroad and Express Company advised arrangements made to avoid future complaints.

S. A. Gainer, Cottondale: Complaint excessive rate on galvanized turpentine cups, Pensacola to Cottondale, of 53 cents. Found rate correct at time of movement, but new rate ordered by Commission is now 37 cents.

Hirsch Lumber Company: Claim for reciprocal demurrage on shipments to Jacksonville. Declined on ground that shipments were for export. Advised that rule could not be enforced on export shipments.

Hall Naval Stores Co., Ocala: Complaint account under-charge claimed by C. H. & N. Railway on carload staves, Limestone to Venice, on basis rate \$19.53, which rate at time of movement correct, but since reduced to \$18.99. Explanation made, satisfactory.

Hall, Meigs & Townsend, Ocala: Claim for damage to turpentine still delivered at Norwalk, declined by Clyde Line on ground Norwalk a non-agency station. Complainant advised that carrier as much responsible for damage to shipment when delivered at a non-agency station as at an agency point, when damage is caused while in its possession.

Lee M. Hammell, Wauchula: A. C. L. declined claim for loss of jewelry from trunk of passenger while being transported as baggage. Advised that Court has held that any articles necessary or convenient for a passenger constitutes baggage, for loss of which carrier is responsible. However, claim would be for jury to determine.

J. A. Hanson, Leesburg: Depot not lighted May 9th and no agent at depot to sell tickets. Handled, and agent said lamps were lighted before he left station. No agent at Leesburg to meet night trains.

W. B. Johnson Company, Jacksonville: A. C. L. declined claim for damage to shipment done by rats. Advised that if shipment is not taken out by consignee after a reasonable time, it is held by the carrier as warehouseman, who is not responsible for damage during this time, unless negligence is proven.

J. W. Hyde Company, Jacksonville: Made inquiry as to rate on logs to Carpenter O'Brien Company, Milldale. Commissioners advised complainant that A. C. L. had published cheap rate from Newberry district, twice as cheap as the Commissioners' Class P. Scale, on basis of car load minimum 50,000 lbs., in train lots not less than

28 cars; that the A. C. L. was asked to withdraw this tariff as it was discriminatory. A. C. L. then published same rate using the car load as a minimum basis to apply between all stations on its line. Complainants then took matter of their rates up with A. C. L. who agreed to protect the cheap rate on their shipments and make refund on this basis on past movements.

J. E. Hardee Company, Madison: Delay shipment fertilizer, Jacksonville to Madison, alleged damage. Advised that we had no authority to collect damage claims. Advised to take protection under Chapter 5894, Acts 1909, for collection of damages and reciprocal demurrage as provided by Rule XIX of the "Demurrage Rules."

C. A. Carson and others, Kissimmee: Asked for removal of live stock loading pen, alleging that it was necessary to drive wild cattle through the streets of Kissimmee for loading, which was dangerous. We handled with A. C. L., and investigation developed that present stock pen loading facilities ample and we advised complainants that we could not require the railroad to abandon present facilities, if ample, and build at another point simply because of possible danger in driving cattle through the streets. The railroad, however, advised that property had been bought for location of pen elsewhere.

A. H. King, Jacksonville: Required by Agent to sign release on dog shipped as baggage, relieving carrier of liability for loss or injury. Handled with General Passenger Agent, Seaboard, who advised that Agent at Jacksonville was making requirement without authority and instructed to discontinue same.

Sam A. McCook, Leesburg: On inquiry was advised Commissioners not permitted by law to make rule requiring railroads to haul a blind passenger and his necessary attendant on one ticket.

Meldrin & Sinclair, Ft. Green: Complained that Agent required them to load naval stores and then would not issue clean bill lading. Advised that it was duty of shipper to load C. L. freight and railroads duty to load L. C. L., that it was the general practice over the country to issue shippers load and count bills lading on car load freight loaded by shipper.

R. L. McKinstry, and others, Gainesville: Petitioned that S. A. L. be required to discontinue hauling freight cars on passenger trains, Waldo to Gainesville. Com-

plaint was handled with Seaboard, who agreed to handle only Gainesville cars in these trains, which arrangement satisfied the complainants.

C. C. Moore, Tallahassee: Complaint against G., F. & A. Agent at Tallahassee for failure to have car placed for lumber at Moore's Siding. Explanation given by railroad was that on date of order for car, after order received there was no train leaving Tallahassee to take the car. No further complaint.

Miller Jackson Grain Company, Tampa: Car-load grain delivered for unloading at consignee's warehouse, who consumed two days there unloading when shipment checked short. Is carrier responsible for shortage? Advised, Commissioners have no power to make authoritative ruling, but of the opinion that in this case carrier not responsible, unless could be proven that loss occurred while shipment in its possession before unloading began.

R. L. McKinstry and others, Gainesville: G. S. & F. Train No. 14 set back one hour at Palatka which caused misconnection at Lake City. Handled and corrected.

W. L. McKinley, Campbellton: Complaint account of railroad and telegraph service. Asked that Commissioners go there and observe same. We sent our Inspecting Engineer.

P. F. Green and L. H. Jackson, Madison: Failure to light station and bulletin train. On handling with him Superintendent advised he had given instructions to Agent to bulletin trains and keep station open and lighted.

T. C. Mock and others, Guilford: Petition for flag station to be established at 226 Mile Post, G. S. & F. Ry. Investigation showed 226 M. P. only little over mile from Guilford. We advised petitioners not reasonable to establish stations so close together.

Meade & Berry, Sanford: Complaint account demurrage on car load shipment to non agency station on which he had never received notice of its arrival. Advised that Rule 2 of the "Demurrage Rules" requires giving of notice to consignee before demurrage can accrue. Non-agency no exception to this rule.

Ocala Knitting & Mfg. Company, Ocala: Asked for establishment of rates on knitting mill products to certain named points in line with rates from Ft. Valley, Ga.

We advised that rates to all points named would be interstate rates, over which we had no jurisdiction.

O. K. Grocery, Umatilla: Station not open for delivery of freight until 7:30 A. M. On handling with A. C. L. they advised that positive instructions had been given to Agent to comply with Freight Rule 26, in the opening of stations at 7 A. M.

Roy O'Quinn, Wauchula: A. C. L. declined refund on unused portion of Z Mileage Book from which had been used 820 coupons. Advised complainant that these mileage books reduced price transportation, sold on conditions named in the contract printed thereon, which contract the holder subscribes to when he buys the book. One of the conditions of this contract is that refund on unused portion shall be made on basis of 2 1-2 cents per mile used. On basis of 2 1-2 cents complainant had already gotten benefit transportation to amount of \$20.60, and since he had paid only \$20 for the book he was not entitled to any refund.

Joseph Nash, Hawthorne: Asked that Railroad Company be required to keep telephone in depot. We had previously been advised by counsel that we had no authority to make such requirement.

J. P. Owens, Seffner: Paid \$5.00 rate on mixed carload lumber and brick, Ybor City to Seffner. Agent afterwards presented bill for undercharge on basis of carload lumber 24,000 pounds minimum and carload brick 30,000 pounds minimum. Advised that first basis of charge correct and undercharge bill in error.

Iona: Petition protesting against express tariff of Kinsey Bros. Steamboat Line. Claim that so-called express shipments handled on same boats and given the same service as freight, and should not be entitled to higher rates. Boat line answered that preference in handling and dispatch given to express shipments. Commissioners, in view of this, of opinion that higher rates were justified.

L. D. Powell, Titusville: Florida Coast Line Canal & Transportation Company charged 25 cents on fish boats for round trip from Haulover Canal, while other boats were charged 15 cents per thousand pounds. Regulation of canal tolls just placed under jurisdiction of Railroad Commission by last Legislature, and Commissioners had no chance to study alleged unreasonableness of rates and

practices, but with what information they had, of opinion that charge of 25 cents was not unreasonable, account of expense incident to maintaining toll-keeper.

John Wright, Pinetta: Express agent refused to deliver whiskey shipments. The alleged cause of the refusal being that complainant was a negro. Our investigation indicated clearly that the letter of complaint was forgery; that a white man had been ordering whiskey in a negro's name, and had made further forgery in his complaint to the Commissioners. Complaint dismissed.

D. H. Pettey, McIntosh: Alleged, scales in depot inaccurate. On handling with railroad, they advised that scales had been tested and put in proper shape.

John Thomas Porter, Grand Ridge: Asked that L. & N. Railroad be required to maintain telegraph facilities at Grand Ridge for the ordering of cars and reporting of trains. Commissioners advised that they could require Railroad Company to maintain telegraph facilities only where it was shown to be necessary for the safe operation of its trains.

E. O. Painter Fertilizer Company, Jacksonville: Complaint account of undercharge claim by Florida East Coast Railway on shipment goat manure, undercharge claim on basis of Class M. Advised, that goat manure classified as fertilizer material and should take rate of 75% of Class M. This ruling accepted by Railway and undercharge claim withdrawn.

C. A. Reif, Wauchula: A. C. L. declined claim because not filed within four months, in accordance with Sec. 3 of the bill of lading. Advised that this provision of bill lading had been held legal by United States Court on interstate shipments.

G. F. Stanton, Ft. Myers: Asked that A. C. L. be required to extend his boat line same traffic arrangements as to transfer and divisions of freight charges as enjoyed by Menge Brothers Steamboat Line. Advised, we did not have the power to require a Railroad Company to enter into traffic agreement with a boat line.

J. D. Smith, Marianna: Complaint account of slow movement of cantaloupes consigned to Duval Produce Company, Jacksonville, alleging five days for delivery. Express Company answered that cantaloupes shipped from Marianna July 3d, delivered July 5th and 6th, and sold for charges.

Sherman-Spann Lumber Company, Fountain: Alleged discrimination by A. & St. A. B. Railway, in that it gave Elsberry Bros. a logging contract on basis of \$7.00 per day, charging complainant \$15.00. Advised that if volumes of business of the two mills were about the same, there would seem to be an unjust discrimination.

J. D. Smith, Marianna: Cantaloupes by express, Marianna to Panama City, delayed at Cottondale account of no express service on A. & St. A. B. afternoon train. We advised and arranged for complainant to ship by freight on good and satisfactory service.

Stringfellow, Padgett & Co., Jacksonville: Florida East Coast transferred at South Jacksonville shipments from original cars to its own equipment, causing delay and damage. We advised that carrier had the right to make these transfers, but was responsible for damages; so acknowledged by carrier.

L. B. Sutton, Ellaville: Complaint poor freight service on Seaboard. Handled, and daily service put on between Madison and Jacksonville.

Sherman-Spann Lumber Company, Fountain: Inquired, "Can A. & St. A. B. Railway be required to do switching at my mill?" We advised that when carrier has set in cars on siding it has discharged its duty. Could not be required to do his yard switching without extra compensation.

Complaint about delay in furnishing cars. Covered by our Rule XVII of "Demurrage Rules."

A. & St. A. B. Railroad asked to build side track at mill. Carrier could not be required to construct private side track at its own expense.

M. N. Sightler, Orlando: Two claims presented to Agent at Orlando year ago, unpaid. We handled with carrier, and claims were vouchered.

Seminole Seed Company, Gainesville: Complaint on April 3d, that scales in S. A. L. depot were inaccurate. Superintendent answered that scales had been tested, and now found correct.

Stringfellow Padgett & Company, Jacksonville: Delay to freight from Jacksonville over S. A. L. Railway handled by Lake Transfer Company from its connection at Eldorado, due to carrying freight by to Orlando and returning. Handled and delay remedied by changing manner of loading at Jacksonville.

Tampa Coal Company, Tampa: S. A. L. quoted rate of 60c ton on 200 tons coal, Tampa to Pembroke. Coal was sold on basis this rate. After coal was shipped, S. A. L. claimed rate of \$1.40 ton which was found to be correct. S. A. L. willing to make refund on basis 60c rate if allowed by Commission to do so. Refund was authorized.

A. D. Tompkins, Madison: Called for ticket from Lake City to Madison, and paid agent \$1.40. At Live Oak conductor made complainant pay 80c additional, claiming that ticket was for Live Oak. Complainant inquired—"Is it required that passengers examine ticket?" We advised that conductor is guided by ticket as evidence of the transportation, and if the ticket lifted was for Live Oak the conductor was within his rights in collecting 80c additional, but carrier would have to make refund of amount paid in excess of \$1.40.

Benjamin Thompson, Tampa: A. C. L. refused to accept 5 cars sewer pipe arriving Tampa over S. A. L. and handled to Sherrill's Spur on \$2.00 switching charge. Developed that Sherrill's Spur was dray track of A. C. L., and it was not willing and obliged to handle on \$2.00 switching charge, but would handle on transportation charge.

J. D. Walling & Company, Weirsdale: A. C. L. passenger fare Weirsdale to Jacksonville on basis 124 miles. Freight rate on basis 147 miles, actual distance. "Should not freight rate be on same mileage basis as passenger rate?" Distance from south Lake Weir via S. A. L. Railway is 124 miles, which is potent competition in passenger traffic, but not on freight. A. C. L. does not have to meet competition.

O. O. Williams, Live Oak: Asked if T. & G. C. Railroad and S. A. L. Railway should not meet the short line mileage rate on lumber via A. C. L., Gulf Pine to Live Oak. Carrier can meet competition if it wants to, but cannot be required to do so.

T. L. Wilson, Islamorado: Florida East Coast Railway charging 24c per crate on sappodillos for 24 miles, while rate on limes was 11c. Handled, and sappodillos given same classification and rate as limes.

A. E. Mann, Florala, Ala: Protested against discontinuing night train between Florala and Crestview. Superintendent advised no intention discontinuing train.

W. J. Grimes and others, Alachua: Petition to have agent meet A. C. L. Train No. 143 and sell tickets and attend to baggage. Handled, and request complied with.

Jos. Messina, Apalachicola: Asked for establishment of messenger service on L. & N. night train No. 4. We investigated and found would require three additional men, and the service would only benefit about three stations where there were night offices, and demand for the service was not justified.

F. W. Duval and others, Crawfordville: Petition to require unloading L.C.L. freight in depot at Arran. After investigation we authorized the G., F. & A. Railway to set off Arran freight in car, so that passengers would not be unduly delayed and inconvenienced by stopping to unload.

C. M. Bishop, Argyle: Complaint account of demurrage charge of \$1.00 per car per day on lumber accumulated on right-of-way for loading. We ruled that charge was unreasonable and would not be approved.

Blowers Lime & Phosphate Company, Ocala: Failure to get cars for loading, and refusal of Agent to accept deposit of \$4.00 on each car ordered under Demurrage Rule XVIII. Carrier advised car shortage, but promised improved conditions, that Agent would comply with Rule as to deposit.

N. Barco, Gainesville: Poor service on Homosassa Branch A. C. L. Visit and investigation made by Commissioner Dunn, who recommended improvement of service, which was done.

W. E. Bledsoe & Company, Sydney: S. A. L. ran by C. L. oranges, delaying shipment 24 hours. Handled, and service improved.

W. G. Bryan, Tampa: Poor condition of stock pen at Tallahassee, and no water therein. Personally inspected by Commissioner Burr and found to be all right.

L. W. Blanton, Perry: Continued delay of South Georgia mixed train into Perry. Handled, and another train put on to handle freight to relieve train in question.

Commissioners Burr and Blitch were charged mileage Starke to Tallahassee of 174 miles. Agent at Starke said he had no instructions to pull short mileage. Handled, and refund made on basis of short mileage of 154 miles, and proper instructions given for future.

Crystal River Rock Company, Leesburg: A. C. L.

charged for 72,000 lbs. C. L. crushed rock city of Leesburg, when only 48,400 lbs. in car. We advised that shipment was handled under special commodity tariff authorized by Chapter 6231, Laws of Florida, and subject to the provisions of the tariff providing that shipment be charged for on basis of 10% of marked capacity of car.

Crystal Ice Company, High Springs: A. C. L. made freight charge for 11 miles from Alachua to High Springs. On investigation the correct distance was found to be 10 miles, and tariff was corrected, and refund made on basis of 10 miles.

Mrs. G. Coleman, Baldwin: Delay to freight from Jacksonville. Carrier advised that delay was due to engine trouble, and that it had handled so that there would be no further trouble.

Dorsey & Teepe, 21 South Hogan St., Jacksonville: Express shipments leaving Jacksonville 9:30 A. M. train, required to be at Express office not later than 8:30 A. M. We were of the opinion that one hour to bill and prepare shipments for transportation was not unreasonable, in a town the size of Jacksonville.

Falmouth Mercantile Company, Falmouth: Slow and delayed freight service. Handled and freight service increased.

Geo. H. Fernald Hardware Co., Sanford: Delay in transporting drain tile from Jacksonville. On handling, Gen. Supt. A. C. L. advised that he had handled matter vigorously and employees responsible severely disciplined.

T. J. Faulkner, Lakeland: Conductor refused to accept ticket on date following sale. We advised that it was our opinion that railroad has right to limit time when ticket may be used, but is required to make refund on unused ticket.

G. H. Gibbons, Waverly: Delay to express shipments. We handled with Express Company, who gave service vigorous handling and correction.

Jacksonville Wholesale Grocers Association: Complained that railroads were endorsing bills of lading "accepted at owners risk of leakage," covering shipments of syrup in friction top cans. Commissioners handled with lines entering Jacksonville, stating to them, that there was nothing under the classification to authorize such endorsement, and it would not be approved. It developed that the Florida East Coast Railway was only

line issuing bills of lading with this endorsement, and it agreed to ruling of Commission, and issued proper instructions to its Agent.

Robt. N. Jones, Lake Wales: Had deposited \$120.00 with A. C. L. for construction of private side track. Later notified A. C. L. track was not wanted, and asked for return of deposit, which had not been refunded. Handled with Gen. Supt., and advised that money would be returned, and that he would build 1300 Ft. of side track at Lake Wales for public use.

L. DeMontmollin, Plant City: S. A. L. charged 25c storage on baggage at Plant City arriving 9:30 P. M. Saturday and taken out 2:30 P. M. Monday. We advised carrier that baggage was not subject to storage arriving after 3 P. M. Saturday and taken out before 3 P. M. Monday. This ruling was acknowledged, and refund of storage made.

N. E. McMahon, Sanford: Complainant was buying slabs, using about one-fourth of them for making boxes, and turning balance into fuel. A. C. L. was applying lumber rate on these slabs, complainant contending they should take fuel wood rate. We took the same position, so notified carrier, who corrected to fuel wood rate.

J. E. Mattocks, Mt. Dora: A. C. L. Consumed 14 days in transporting shipment from Kissimmee to Victoria—more than 10 days consumed on another shipment. On handling carrier assured that service would be improved, and there was no further complaint.

Monticello: We requested toilets be built at S. A. L. depot, which was done.

Orlando Water & Light Company: A. C. L. was charging rate on fuel wood on a weight basis. We advised that rate should be so much per cord, regardless of weight, and so handled with carrier who corrected.

Pennington & Evans, Marianna: S. A. L. declined to handle shipment from Jacksonville to Fanlew on Florida Central Railroad, since the Florida Central had been absorbed by A. C. L. We advised that shipper has the right to route his shipments, and S. A. L. gave instructions for acceptance of shipment via its line to Fanlew on basis of combination of the two locals.

E. T. Roux & Son, Plant City: Delay of T. & G. C. Railroad in settling overcharge claims. We handled with carrier, and claims were vouchered for \$13.32.

A. G. Smith, Wauchula: A. C. L. failure to place cars for shipment of oranges. We wired A. C. L. and cars were placed.

J. L. Sauls and others, Ono: Failure C. H. & N. to furnish cars for fruit shipments. We wired carrier, and cars were furnished.

W. H. G. Scott, St. Petersburg: Agent at Cocoa did not meet F. E. C. Train No. 85 arriving at 7:17 P. M.: On handling with carrier, we were advised that the Agent works from 7 A. M. to 7. P. M., but he would be instructed to stay on duty until 8 P. M., which could be done without violating the hours of service law.

J. L. Vining, Macclenny: Charged demurrage on L. C. L. shipments held in car. It is the duty of carrier to unload L. C. L. freight, and it is not subject to demurrage until it is unloaded.

W. B. Taylor, Gainesville: Through rate on woven wire fencing, Fairfield, Ala., to Gainesville, higher than combination of locals through Jacksonville. The matter was handled, and rates adjusted to the same level.

A. B. Vance, Jacksonville: Complaint account of rate on second-hand furniture for hotel, contending that household goods rate should apply. We advised that household goods rate was only applicable to household goods for residence, and would not apply on second-hand furniture for hotels.

Tampa Foundry & Machine Company: A. C. L. had been mailing notices of arrival of freight, without noting on the notice amount of freight charges. According to our rules, freight charges should have been given in the notice, and we so advised carrier, who issued instructions to this effect.

E. F. Wilson, St. Petersburg: A transfer company in St. Petersburg had contract with A. C. L. to go on station grounds, and trains, to solicit business to the exclusion of other transfer companies. We advised that we had recommended to the Legislature the passage of a law to prohibit this discrimination, but the Legislature had taken no action, and there was no law at the present to prohibit it.

H. D. Wood, Evington: A. C. L. train No. 40 left express shipment lettuce December 18th. On handling, Express Company answered that on date of complaint there was an unexpected and unusual heavy movement, result-

ing in insufficient car space, but that the lettuce had been handled on next train, and made the same connection at Jacksonville, and the matter had been handled to avoid a recurrence.

Geo. P. Arrowsmith, St. Cloud: A. C. L. Agent declined to honor coupon on ticket, St. Cloud to St. Petersburg, for transfer at Tampa to Favorite Line Steamer. On handling with A. C. L. developed that tariff providing for free transfer had been withdrawn.

J. B. Booth, Tavares: Complained of poor service, A. C. L. and S. A. L. from Tavares: Handled with carriers for improvement, and there were no further complaints.

Hugh Boring, Daytona: Unsanitary toilets. On handling, F. E. C. advised that city was contemplating an extension of sewerage, so that connection could be made with the depot for sanitary toilets.

Crenshaw Bros. & Saffold, Tampa: A. C. L. would not accept L. C. L. freight at station for transportation, unless shipper stacked it in certain designated places, according to station arrangement in the depot. We informed complainant that shipper had performed his duty when he had delivered freight into the depot.

Oldham & Roberts, Crystal Springs: Complaint against Agent and condition of depot. Complaint forwarded to S. A. L., whose answer was furnished to complainant, which seemed to be satisfactory.

Geo. H. Fernald Hdw. Company, Sanford: Shipments of ladders delayed, carrier taking position that ladders in any quantity would have to be shipped on flat cars at 4,000 lbs. minimum, or wait for box cars with end doors. Handled with carrier, who made arrangements for prompt transportation.

F. Walts Hall, LaBelle: Discrimination in wharfage charge at Ft. Myers, one shipper paying 1c per hundred pounds and complainant 3c. Handled with carrier, and it developed that the tariff rate was 3c per hundred, and that the charge of 1c had been in error. The matter was so corrected.

Chas. W. Jacobs and others, Lakeland, and Sol. Bevill, Pompano: Express shipments were being handled in box cars. On handling with the Express Company, were advised that there was a shortage of express equipment, but more cars had been ordered for the service, which were provided, and complaints eliminated.

Lake County Chamber of Commerce, Tavares: Complaint account of old, out-of-date passenger coach operated on Leesburg Branch A. C. L. On handling, we were advised by carrier that large, nice coach would be put on this Branch for white people during tourist season.

Miami Commission Company, Miami: Shipment of potatoes from Detroit was routed in bill of lading via Clyde Line at New York, care Steamship "Van" at Jacksonville. Contrary to routing instructions, Clyde Line at Jacksonville delivered shipment to F. E. C. Ry., thereby making charge of \$57.04 more than would have been had the shipment moved via S. S. Van as routed. Overcharge claim on this basis was handled with Interstate Commerce Commission, who stated that Van Line had not filed tariff with them, and they could not collect overcharge. The shipment was interstate and we could not enforce payment, and we advised complainant that their only recourse would be common law right for violation of bill of lading contract in transporting shipment.

E. T. Roux & Son, Plant City: Shipment laths Green Cove Springs to Sarasota, held up at Plant City by S. A. L. account disagreement with A. C. L. as to division of freight charges. Handled by wire, and car moved.

Arch Creek Packing Company, Arch Creek, and J. R. Hixon and A. D. Fogle, Princeton: Complaints failure F. E. C. Ry. to furnish refrigerator cars for vegetable shipments. Cars were for interstate shipments, and we had no jurisdiction, but handled by wire with carrier, who advised a shortage of refrigerators, but that it was doing everything possible to furnish them.

I. W. Phillips & Company, Tampa: Made formal charges against T. & G. C. R. R. for alleged violation of Freight Rule 3, in that it refused to move C. L. cement from complainants' warehouse without payment of \$2.00 switching charge. Investigation developed that warehouse was on S. A. L. tracks, and T. & G. C. could not be penalized for violation of the rule, nor did the T. & G. C. violate published tariff, for car was finally moved without payment of \$2.00 for switching.

St. Clair: Request for construction of depot. Handled with East & West Coast Railway, who advised that depot would be built in six weeks.

C. S. Hoskins, Traf. Mgr., Tampa Board of Trade: Complaint account of delay of Express Company in mak-

ing returns on C. O. D. shipments. We handled with Express Company, and were advised by complainant that good results had thereby been accomplished. No further complaints were made.

Dover: Petition was filed asking for additional side track, shed and platform to handle express shipments. Commissioners Blitch and Dunn visited Dover, and through informal handling, platform 40x30 was built, and side track facilities arranged.

J. W. Prentiss, Kissimmee: Asked that depot be built at Carolina on A. C. L. Our investigation developed that the entire earnings of this station for a year was \$111.35, and we advised complainant that we could not attempt to require railroad to build a depot on so small an earning. There was already a small open platform at Carolina.

J. B. Cromartie, Lloyd, and C. M. Frier, Lee: Complaints that Southern Express Company would not accept shipments of eggs packed in orange boxes. We handled with express officials, who called on complainants and satisfied them. Since these complaints, a modified form of the Interstate Commerce Commission's Block System of stating express rates and classification has been adopted, which does not permit the shipment of eggs in other than regular egg cases.

Geo. Higel, Venice: Asked that agency be established. Our investigation developed sufficient business at Venice to warrant agency, and request was so made upon the S. A. L. Ry., and agency established.

Frank P. Goodman, Lake Alfred: Requested shed be built at Lake Alfred for protection of passengers. Handled with A. C. L., and petitioners later withdrew complaint.

Pine Level: On being requested to locate station ~~at~~ Pine Level, Commissioners made visit there and designated one of the two proposed sites that they believed to be to the convenience of the majority of patrons of station.

G. J. Strozier, Winter Garden: Slow freight service at Winter Garden. On handling with A. C. L., we were advised that positive instructions had been given that good service on this branch must be rendered. There was no further complaint.

G. M. West, Panama City: Complaint account of

service in rates operated by R. R. Powers between Lynn Haven and Panama City. On handling with Mr. Powers he advised that he would discontinue common carrier service.

Pine Barren: L. & N. made application to discontinue agency. Our investigation showed splendid revenue for the station, and we did not allow it to be closed. Since, the large mill business has closed down, and we have recently permitted the closing of the agency until business justifies its reopening.

Bartow: Request was made upon the Commissioners for order requiring construction of physical connection between A. C. L. and S. A. L. at Bartow. We advised that Commissioners can order such connection when shown to be reasonable, and petitioner was asked to furnish statement showing business at Bartow, demanding the connection. The statement was never furnished, and we have taken no further action.

Marion & Waybright, Jacksonville: Petition for construction of depot at Spring Glenn on F. E. C. Ry. After an investigation, we advised petitioners that account of close proximity of Spring Glenn to stations on either side, and the small earnings for a year of \$260.40, we could not reasonably require a compliance with the petition.

Elzey: Application made by S. A. L. to close agency. Denied.

E. D. Prevatt, Green Cove Springs: Petition filed for construction of depot and establishment of agency at West Toco on A. C. L. Our investigation developed insufficient earnings as to justify us in ordering depot and agent, but A. C. L. agreed to make improvement to freight shed.

Lakeland: Commissioner Dunn found toilets in very dirty condition and plumbing out of order. We handled and A. C. L. made necessary improvements.

D. H. Mays, Bailey: Asked for change of location of station. We met with complainant and Superintendent of South Georgia Railway at Bailey, and removal of station was agreed to, and the building of side track at new agreed location.

S. C. Hayman, Hawthorne: Asked that S. A. L. be required to improve station and approach at Lochloosa. Commissioner Dunn visited Lochloosa and made certain

recommendations as to improvements, which were carried out by S. A. L.

Baker & Holmes Company, Jacksonville: Referred to us their claim against F. E. C. Ry. for \$2.10, loss on shipment destined to Princeton. Claim arose on L. C. L. shipment set off on side track in car with freight to other consignees. The question arose, "Does the setting off of L. C. L. freight in a car constitute delivery, or is it the duty of carrier to unload at depot?" We held that carrier has not discharged its duty and delivery not accomplished on L. C. L. freight until goods are unloaded. This ruling was accepted by F. E. C. Ry., and claim authorized.

C. J. Bryan, Panama City: Petition for building of covered platform at Panama City for express shipments of fish. Express Company agreed to build shed, and in the meantime to set off car for loading fish.

Port Richey Board of Trade: Petition for daily or improved train service on that branch of T. & G. C. R. R. Handled, and service inaugurated.

Nichols: Petition for the building of shed by S. A. L. Ry. for protection of passengers. Handled with Superintendent and shed built.

Valrico: Petition for Agency. Handled and agency established.

Edgewood or Ridgewood Park: Petition for establishment of station. Commissioners visited Edgewood for personal investigation, and advised petitioners that account close proximity of Ft. Myers, they would not be justified in ordering establishment of regular station at this point.

The Western Union Telegraph Company in January, 1915, made application to be allowed to discontinue telegraph service at stations along A. & St. A. B. Ry., between Campbellton and Youngstown inclusive, stating that their contract with the Railway had suddenly been terminated. At a conference we held with the Telegraph and Railway officials, it was claimed by the Telegraph Company that the contract had been terminated because of unsettled differences between it and the Railroad Company. The Commissioners advised the officials of both Companies that they were not interested in their disagreement, but would insist upon continuance of the service for the benefit of the public. Part of the Western Union line that had been torn down was rebuilt and ser-

vice restored, and we understand the differences between the two companies have been mutually settled.

Reddick: Complaint of discontinuance of telegraph office. We handled informally with railroad and telegraph companies and the service was restored.

Ground Phosphate Rock. This is a commodity that has recently come into general use, and was therefore not provided for in the Classification. It can hardly be termed a fertilizer, but its uses and its value are in much nearer keeping with ground limestone, being a little higher grade product than ground limestone. Commissioners were asked to provide a classification therefor. Pending a formal classification hearing, the matter was handled informally with the carriers, and a rate of Class P per car of 30,000 pounds up to 70 miles and 1c per ton per mile for distances over 70 miles has been put in by the following carriers:

Seaboard Air Line Ry.; Atlantic Coast Line Railroad; Florida East Coast Railway; East & West Coast Railway; Georgia, Southern & Florida Railway; Apalachicola Northern R. R.; Tampa & Gulf Coast Ry.

S. & A. Lumber Company, Jacksonville: Application for classification on Hog Dust, C. L. Handled with Atlantic Coast Line, and classification of 80% of Class P authorized.

Paragon Ice Cream Company, Pensacola, Fla.: Complaint as to rates on ice cream by express in this State being higher than on the same commodity by express from interstate points. This complaint has been settled by the adoption of the modified I. C. C. scheme of express rates.

L. B. Sanders, Brooksville, Fla.: Complaint with reference to rate on Cedar Logs, C. L. Handled informally with Atlantic Coast Line and Seaboard Air Line, with the result that those two carriers have published rates on Cedar Logs, C. L., the same as lumber rates, plus 3c per 100 pounds.

S. G. Collins, Milton, Fla.: Complaint that L. & N. Railroad had increased rates on Class D from Pensacola to Milton from 6c to 8c per hundred pounds. Handled with the L. & N. and the old rate restored.

Starke Coca Cola Bottling Company: Complaint that the Seaboard Air Line had raised the rate on returned empty soda water carriers from 10c per carrier to straight

6th class. Handled with the Seaboard with the result that a tariff was published making the rate 10c per carrier on returned empty soda water carriers to all points on the S. A. L. where there are bottling plants, within a distance of 100 miles from each point where a plant is located.

Cheees Brothers, Newberry, Fla.: Complaint that S. A. L. had withdrawn old flat rate of 10c on empty soda water cases, effective June 1st, 1914, and promulgated a new rate based on weight and distance. Handled with the Seaboard, and instructions issued by Freight Traffic Manager Chalenor to return to the old rate of 10c per crate, and to make refund in cases where charges had been collected in excess of that rate.

C. A. Lindsey, Cedar Key, Fla.: A similar complaint as of that of Cheees Bros. Handled in the same way with the same result.

J. W. Hyde Company, Jacksonville, Fla.: Complaint that carriers were making a distinction between pine logs when used for piling and when used for sawmill purposes. Commissioners advised the railroads that a log was a log, regardless to the use to which it might be put by the shipper, and that the rates would have to be so applied.

John Aldridge, Tallahassee, Fla.: Complaint with reference to rates on Sweet Potatoes, C. L. from Wadesboro, Fla., a station on the old Florida Central Railway, to Atlanta, Ga., and Birmingham, Ala., the rates being 39 and 44c respectively. Handled with the Atlantic Coast Line, which road had acquired the Florida Central, with the result that the rate to Atlanta was reduced to 25c and to Birmingham to 30c, with the same relative reductions from other stations on the Florida Central branch of the Atlantic Coast Line.

**SALARIES AND EXPENSES OF THE RAILROAD
COMMISSION OF FLORIDA FOR THE YEAR
ENDING DECEMBER 31, 1915.**

Salaries—

Three Commissioners (\$3,600.00	
Each)	\$10,800.00
Secretary	1,750.00
Counsel	4,462.91



New Depot of the Atlantic Coast Line at Umatilla, Fla.



Inspecting Engineer	2,100.00
Rate Expert	2,000.00
Law Clerk	1,500.00
Stenographer	1,020.00
Telephone Engineer (11 months)	1,100.00
Janitor	360.00
	<hr/>
	\$25,092.91

Traveling Expenses—

Three Commissioners	\$ 1,121.43
Counsel and Law Clerk	144.16
Inspecting Engineer	557.61
Rate Expert	240.33
Telephone Engineer	390.92
	<hr/>
	2,454.45

Legal Expenses—Court Costs, Testimony, Etc.	\$ 376.09
Stationery, Office Supplies and Fixtures	316.71
Printing—Annual Report, Etc....	1,139.25
Postage	234.81
Express, Ice and Water.....	25.07
Law Books and Periodicals.....	132.00
Telephone Rent	36.00
Telegraph Service	122.93
Purchase 1 Typewriter and Repair Bills	110.55
Expenses and Retainer L. C. Massey in FEC. Ry. 3c Rate....	594.45
Paid F. M. Hudson in Cases Involving Rules 15 and 19.....	300.00
	<hr/>
Total	\$30,935.22

Respectfully submitted,
 R. HUDSON BURR, Chairman,
 NEWTON A. BLITCH,
 ROYAL C. DUNN,
 Commissioners.

J. WILL YON,
 Secretary.

REPORT OF DON C. McMULLEN, COUNSEL.

Tallahassee, Fla., March 1, 1916.

Hon. R. Hudson Burr,
Hon. Newton A. Blitch,
Hon. Royal C. Dunn,
Railroad Commissioners.

Sirs:

I submit the following as my report covering the period from the date of my last report to March 1, 1916:

I.

Present status of Cases Pending at the date of my last report.

Mandamus Cases.

1. State *ex rel.* Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus to enforce the observance of Rule 15, decided by the Supreme Court of Florida in favor of the railway company.

2. State *ex rel.* Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus to enforce the observance of Rule 19, decided by the Supreme Court of Florida against the railway company, and appealed by it to the Supreme Court of the United States.

3. State *ex rel.* Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus to enforce observance of three-cent passenger rates (known as "Bridge Arbitraries Case"), decided by Supreme Court of Florida against the railway company, and appealed by it to the Supreme Court of the United States.

4. State *ex rel.* Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus to compel the establishment of an agency at Mims. The Railway Company established the agency and paid the costs of suit, whereupon suit was dismissed.

5. State *ex rel.* Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus to enforce Class P. rates prescribed by the Railroad Commissioners.

Six weeks have been devoted to taking testimony in this case, and now the same is set for argument on the 5th day of April before the Supreme Court.

Penalty Cases.

1. State v. Live Oak, Perry & Gulf Railroad Company.

The Supreme Court, upon writ of *certiorari*, quashed the judgment of the Circuit Court sustaining judgment of the County Judge's Court in favor of the railroad, and remanded the case to the county judge for trial.

2. State vs. Florida Railway Company.

The Supreme Court reversed the judgment of the Circuit Court in favor of the railway company, but after investigation of the facts counsel decided that the suit could not be sustained on final hearing and had the same dismissed.

3. State vs. East Florida Telephone Company.

The telephone company having satisfied the order in this case by payment, the same has been dismissed.

4. State vs. Atlantic Coast Line Railroad Company, Seaboard Air Line Railway and Tampa Northern Railroad Company.

The court having sustained our demurrer to the pleas of the railroad companies, they have declined to plead further and consent to the entry of judgment, but gave notice of their intention to take the case to the Supreme Court.

5. State vs. Seaboard Air Line Railway, Orange County.

Suit for penalty imposed for violation of Section 2907 of the General Statutes. Being conducted by Mr. Massey.

6. State vs. Florida East Coast Railway Company, Orange County.

For violation of Section 2907 of the General Statutes. Being conducted by Mr. Massey.

7. State vs. Atlantic Coast Line Railroad Company, Orange County.

For violation of Rule 3. Being conducted by Mr. Massey.

8. State vs. Atlantic Coast Line Railroad Company, Columbia County.

For violation of Section 2907 of the General Statutes. Awaiting result of cases. Being conducted by Mr. Massey.

9. State vs. G. S. & F. Ry. Co., Columbia County.

For violation of Section 2907 of General Statutes. Awaiting result of cases. Being conducted by Mr. Massey.

10. State vs. Seaboard Air Line Railway, Jefferson County.

Found to have been dismissed years ago.

II.

Status of cases instituted since my last report:

Mandamus Cases.

1. State *ex rel* Railroad Commissioners vs. Florida East Coast Railway Company. Mandamus to establish agency at Larkins.

Railway Company established agency and paid costs, whereupon suit was dismissed.

2. State *ex rel.* Railroad Commissioners vs. Florida East Coast Railway Company.

This suit is to require the Florida East Coast Railway Company to restore rates at San Mateo and cease discrimination at East Palatka. The suit is at issue.

3. State *ex rel* Railroad Commissioners vs. Atlantic Coast Line Railroad Company. Mandamus to require better depot facilities at St. Cloud.

Suit pending, but not at issue.

4. State *ex rel.* Railroad Commissioners vs. Jacksonville Terminal Company.

Suit against the terminal company and the railroads entering Jacksonville to require the erection of a new union passenger station. Suit pending on motion to quash alternative writ of mandamus. The motion has been argued and is now under consideration by the court.

5. State *ex rel.* Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus to require the establishment of an agency at Ojus and for better depot facilities. A demurrer to the return is now being considered by the court.

Injunction Suits.

1. Florida Telephone Company vs. R. Hudson Burr et als. as Railroad Commissioners.

This suit was brought by the telephone company to enjoin the enforcement of an order prescribing rates and tolls to be used and observed by the company.

2. State vs. Peninsular Telephone Company.

This is a suit brought by the Railroad Commissioners in the Circuit Court of Hillsborough County to stop certain discriminations. It is now pending on demurrer filed by the telephone company.

Statutory Suits.

1. Railroad Commissioners, for use of Plant City Composite Brick Company vs. Atlantic Coast Line Railroad Company.

This is a suit brought under Section 2910 of the General Statutes in the County Court of Hillsborough County. A demurrer was filed to the declaration and has been argued, but to date no decision has been rendered.

Interstate Commerce Commission.

1. R. Hudson Burr et als. vs. Louisville & Nashville Railroad Company et als.

Complaint was filed on account of rates on bananas from New Orleans and Mobile to Florida points being greater than to South Georgia points more remote from points of shipment.

2. R. Hudson Burr et als. vs. Central of Georgia Railway Company et als.

Complaint was filed on account of rates on coal from Birmingham District to Florida points being greater than to South Georgia points more remote from point of shipment.

3. R. Hudson Burr et als. vs. Florida East Coast Railway Company.

This complaint was filed to stop the Florida East Coast Railway Company from making a switching charge where it had the line haul of the car switched.

All of the complaints are now pending, and foundation has been laid under Section 2925 of the General Statutes

for petition to the Interstate Commerce Commission to require refrigerator cars for shipment of strawberries from Starke and Lawtey.

If we were able to secure from the courts a more liberal construction of the statutory powers of the Railroad Commissioners, I am sure that the efficiency of the Commission and its usefulness to the public would be thereby greatly increased.

Respectfully submitted,

DON C. McMULLEN,
Counsel.

REPORT OF
F. P. DAMON, INSPECTING ENGINEER.

Tallahassee, Fla., Feb. 29, 1916.

Hon. R. Hudson Burr,
Hon. Newton A. Blitch,
Hon. Royal C. Dunn,
Railroad Commissioners.

Gentlemen: I submit herewith report for the year ending February 29, 1916:

For the year ending June 30, 1915, there were 179.8 miles of road completed in the State of Florida.

The Atlantic Coast Line completed.....	30.67 miles
The Seaboard Air Line completed.....	25.59 miles
The Florida East Coast completed.....	48.84 miles
The East & West Coast completed.....	51.10 miles
The Tampa & Gulf Coast completed.....	21.10 miles
The Tavares & Gulf completed.....	2.50 miles

Since June 30, 1915, the South Florida & Gulf have completed 14.6 miles of road from Kenansville, and are continuing the construction of line to Ft. Bassinger.

There has been a comparatively small amount invested in additions and betterments during the year, and the extensive improvements to road that were being made, prior to the year 1914, have not been continued.

The Florida East Coast Railway invested in new lines or extensions during the year \$989,228.53; of this amount \$614,782.04 was for floating equipment. They have

invested in additions and betterments \$228,710.29, \$55,926.51 for equipment and \$172,783.74 in improvements to road. Of the latter amount \$69,246.03 was expended for ballasting track with rock.

Interstate lines give the above information for the entire line, but do not give it separately by States.

Since the end of the last fiscal year operating revenues have largely increased, and rail renewals that were discontinued during the year ending June 30, 1914, have begun again. Some renewals with rail of heavier section have been made, and this improvement to track will probably be continued during the year.

While there has been a reduction in the amounts invested in additions and betterments and in operating expenditures during the year, there has been no falling off in the work of track maintenance. Tracks on main lines and branches of the large systems operating in the State have been maintained in good condition and to a standard that has characterized maintenance work on these lines for a good many years, showing a continued improvement in surface and alignment of track. Exceptions are on branch lines, where rail renewals have not been made, and there is rough track due to worn rail; tie renewals have been kept up, and tracks are maintained in surface and line about as good as could be expected, considering the condition of rail, and traffic of the road. On some short lines that have very light traffic, and constructed with relaying 40-lb. rail, no improvements to road have been made. They are operated with light equipment, and tracks have been maintained in a condition to operate trains only at a low rate of speed. There will be improvements in the condition of track on these lines during the next year.

Respectfully,

FRANK P. DAMON,
Engineer.

ORDER NO. 474.
FILE NO. 3764.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
BY THE GEORGIA SOUTHERN & FLORIDA
RAILWAY COMPANY OF RULE 11 OF THE
RULES GOVERNING THE TRANSPORTATION
OF PASSENGERS.

In pursuance of Notice No. 71, dated February 9th, 1915, this matter came on for consideration on the 24th day of February, 1915, at 10 o'clock in the morning at the office of the Railroad Commissioners of the State of Florida, in the City of Tallahassee. Commissioner Burr, being a witness against the Georgia Southern & Florida Railway, took no part in the hearing, the same being conducted by Commissioners Blitch and Dunn. The Georgia Southern & Florida Railway was duly represented by Counsel and filed its written answer. The Railroad Commissioners of the State of Florida then and there caused to be duly sworn the witnesses both for the Railroad Commissioners and for the Georgia Southern & Florida Railway, who under oath gave evidence.

And the Commissioners took the said matter under advisement.

And now on this day the said matter came on for further consideration, and the Commissioners being fully advised in the premises do find from the evidence taken in the manner aforesaid, that the Georgia Southern & Florida Railway is guilty of a violation of Rule 11, of the Rules Governing the Transportation of Passengers, in that it did on the 2d day of February, 1915, fail and neglect to keep each of the passenger coaches owned or operated by it on its passenger train No. 13, between Lake City and Palatka, supplied with suitable and serviceable sanitary or sterilized drinking cups easily accessible to passengers.

It is therefore ordered and adjudged by the Railroad Commissioners of the State of Florida, that the Georgia Southern & Florida Railway has thereby incurred a penalty, which is hereby fixed and imposed in the sum

of One Hundred Dollars (\$100.00), which it is required to pay promptly to the State Treasurer, according to law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this the 5th day of March, 1915.

N. A. BLITCH,
Acting Chairman.

ORDER NO. 475.
FILE NO. 3763.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
BY THE SEABOARD AIR LINE RAILWAY OF
RULE 11 OF THE RULES GOVERNING THE
TRANSPORTATION OF PASSENGERS.

In pursuance of Notice No. 70, dated February 9, 1915, this matter came up for consideration on the 24th day of February, 1915, at 10:30 o'clock in the morning, at the office of the Railroad Commissioners of the State of Florida, in the City of Tallahassee. Commissioner Burr, being a witness against the Seaboard Air Line Railway, took no part in the hearing, the same being conducted by Commissioners Blitch and Dunn. The Seaboard Air Line Railway was duly represented by Counsel, and filed its written answer. The Railroad Commissioners of the State of Florida then and there caused to be duly sworn the witnesses both for the Railroad Commissioners and for the Seaboard Air Line Railway, who under oath gave evidence.

And the Commissioners took the said matter under advisement.

And now on this day the said matter came on for further consideration, and the Commissioners being fully advised in the premises, do find from the evidence taken in the manner aforesaid, that the Seaboard Air Line Railway is guilty of a violation of Rule 11 of the Rules Governing the Transportation of Passengers, in that it

did, on the 2d day of February, 1915, fail and neglect to keep each of the passenger coaches owned or operated by it on its passenger train No. 38, between River Junction and Jacksonville, supplied with suitable and serviceable sanitary or sterilized drinking cups easily accessible to passengers.

It is therefore ordered and adjudged by the Railroad Commissioners of the State of Florida, that the Seaboard Air Line Railway has thereby incurred a penalty, which is hereby fixed and imposed in the sum of One Hundred Dollars (\$100.00), which it is required to pay promptly to the State Treasurer, according to law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this the 5th day of March, 1915.

N. A. BLITCH,
Acting Chairman.

ORDER NO. 476.
FILE NO. 2594.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT AND STATION FACILI-
TIES AT GLEN ST. MARY.

After due and lawful notice to the Seaboard Air Line Railway, dated February 11th, 1915, that this matter would come on for hearing before the Railroad Commissioners at Glen St. Mary on the 26th of February, 1915, the said hearing was postponed at the request of the Seaboard Air Line Railway until March 5th, 1915; and prior to said date, on, to-wit, the 4th of March, 1915, the said Seaboard Air Line Railway appeared by H. W. Purvis, its Superintendent, and consented to the entry of an order requiring the said Seaboard Air Line Railway to provide at Glen St. Mary aforesaid a depot and station facilities as hereinafter described.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the

Seaboard Air Line Railway be and it is hereby required to provide at Glen St. Mary aforesaid a depot or station building, either by erecting a new building or by enlarging and improving the present building, so that the same shall have the following dimensions, facilities and arrangements, to-wit:

A waiting room for white passengers with not less than 191 square feet of floor space;

A waiting room for colored passengers with not less than 101 square feet of floor space;

A freight ware room with not less than 680 square feet of floor space;

A covered platform of dimensions 28 feet by 42 feet;

Suitable closets for the use of each sex for both white and colored passengers;

Suitable walk-ways and approaches around the said station building adequate for the comfort and convenience of passengers;

Suitable and adequate lights for the said station building and approaches.

And it is further ordered that the said improvements shall be completed and this order fully complied with on or before the 15th of September, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in Tallahassee, this 16th day of March, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 477.

FILE NO. 3717.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF COMPLAINT AGAINST THE
FLORIDA EAST COAST RAILWAY COMPANY FOR
DISCRIMINATION AGAINST EAST PALATKA.

In pursuance of Notice No. 69, dated the 5th day of February, 1915, this matter came on for consideration on the 17th day of February, 1915, at nine o'clock in the morn-

ing, at the store of F. S. Browning, in the Town of East Palatka. The complaint against the Florida East Coast Railway Company was previously made in writing and said company duly notified of the time and place of considering said complaint; said company further acknowledged receipt of said notice and agreed to be represented at the hearing. But the company not being represented, the Railroad Commissioners took evidence as to the discrimination against East Palatka in the matter of freight rates by the Florida East Coast Railway Company, and made personal inspection of the location of East Palatka and San Mateo with respect to water competition from Jacksonville, and the location and distance of both of said places from Jacksonville and St. Johns River. Thereafter, upon request of the Florida East Coast Railway Company for the privilege of being heard or allowed to file a written statement, the Railroad Commissioners did, on the 26th day of February, 1915, notify said Florida East Coast Railway Company that it could be heard on the subject at ten o'clock in the morning on March the 4th, 1915, at their office in Tallahassee. And said company, by its Vice-President, J. P. Beckwith, filed a written statement. And thereupon the Commissioners took the said matter under advisement.

And now on this day the said matter came on for further consideration, and the Commissioners being fully advised in the premises, do find from the evidence taken in the manner aforesaid and from personal investigation of conditions that the freight rates by boat from Jacksonville to East Palatka and San Mateo are the same, that San Mateo is about one mile from the landing on the St. Johns River where freight is discharged by boat from Jacksonville, while East Palatka is about one half mile from the landing on the St. Johns River where freight is discharged by boat from Jacksonville; that San Mateo is four miles further from Jacksonville on the railroad of the Florida East Coast Railway Company than is East Palatka, and that the Florida East Coast Railway Company is maintaining lower freight rates from Jacksonville to San Mateo than from Jacksonville to East Palatka, though the distance from Jacksonville to East Palatka is included within the longer distances from Jacksonville to San Mateo; that such higher freight rates to East Palatka

are an unjust discrimination against said East Palatka and are a violation of law.

It is therefore ordered and adjudged by the Railroad Commissioners of the State of Florida that the Florida East Coast Railway Company shall, before the first day of April, 1915, cease such unjust discrimination against said East Palatka, and shall by said last mentioned date put into effect freight rates from Jacksonville to East Palatka which shall in no particular exceed the freight rates upon like articles from Jacksonville to San Mateo.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this 18th day of March, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 478.
FILE NO. 1573-M-1.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PROPOSED CHANGES IN
CLASSIFICATION NO. 4.

In pursuance of Notice No. 67, dated the 14th day of January, 1915, this matter came on for consideration on the 16th day of February, 1915, at ten o'clock in the morning, at the Board of Trade rooms in the city of Jacksonville, and then and there appeared the following railroads and interested parties: Atlantic Coast Line Railroad Company, by J. F. Mead, Assistant General Freight Agent; Seaboard Air Line Railway, by C. A. Carpenter, Assistant General Freight Agent; Georgia Southern & Florida Railway Company, by J. M. Cutler, General Freight Agent; Live Oak, Perry & Gulf Railroad Company, by R. P. Hopkins, Traffic Manager; Tampa & Jacksonville Railway, by H. W. Waits, General Manager; Georgia, Florida & Alabama Railway Company, by C. J. Acosta, General Freight Agent; Atlanta & St. Andrews Bay Railway Company, by L. J. Powell, General Freight Agent; Louisville & Nashville Railroad Company, by E.

A. DeFuniak, General Freight Agent; Tavares & Gulf Railroad Company, by J. R. Peebles, General Manager; Marianna & Blountstown Railroad Company, by L. N. Smith, General Freight Agent; Standard Oil Company, by Chas. Van Overbeke; H. & W. B. Drew Company, by C. R. Simons; Florida Cotton Oil Company, Jacksonville, Fla., by C. H. Pillsbury; McNair Lumber Company, Jacksonville, Fla., by Fred L. McLure; Baker & Holmes Company, Jacksonville, Fla., by H. C. Van Horn; W. B. Johnson Co., Jacksonville, Fla., by James Lassiter; Jacksonville Board of Trade, by H. S. Kealhofer; Chase & Company, Jacksonville, Fla., by Geo. R. Williams; Jacksonville Cracker Works, by Ellis Crenshaw; Lumber Manufacturing Company, Gainesville, Fla., by C. B. Harmon; State Good Roads Association, by Chas. W. Foote; Wilson & Toomer Fertilizer Co., Jacksonville, Fla., by Mr. Hines; Southern Weighing & Inspection Bureau, Jacksonville, Fla., by L. W. Watson and B. E. Lennard; and John D. Baker of the Baker & Holmes Co., Jacksonville, Fla. The matters specified in said Notice No. 67 were then taken up and the Commissioners duly took evidence thereon. Thereupon the said matters were taken under advisement.

And now on this day the said matters came on for further consideration, and the Commissioners being fully advised in the premises, do hereby adopt for the use of all railroads, railroad companies and common carriers doing business in the State of Florida the following change of Classification, to be known as "Supplement No. 1 to Classification No. 4 of the Railroad Commission of the State of Florida," viz.:

SUPPLEMENT NO. 1
TO
CLASSIFICATION NUMBER 4
OF THE
RAILROAD COMMISSION, STATE OF FLORIDA.

CANCELS FLORIDA CLASSIFICATION No. 4 TO THE EXTENT STATED HEREIN.

Issued April 1, 1915.

Effective May 4, 1915.

INDEX TO SUPPLEMENT No. 1.

A	Page.	Item.	F	Page.	Item.	Page.	Item.	
Asphalt	1	1	Flour, Self-Raising.....	2	1	Plates, Paper.....	2	26
Asphaltum	1	1				Plaster Boards.....	3	1
B						Posts, Fence, Concrete....	3	19
Bags, Paper, in boxes, L. C. L.....	1	6	Insecticides	2	6	Powders, Soap.....	3	10
Barrels, empty, L. C. L....	1	8	Iron, Boiler, C. L.....	2	12	Powders, Washing.....	3	10
Blocks, Building, Cement or Clay, C. L.....	3	12				Pumps, Steam.....	3	6
Boiler Iron, C. L.....	2	12	L			Pumping Engines	3	6
			Limestone, L. C. L.....	2	5			
			M			R		
			Mach'nery, Pumping.....	3	6	Roofing, Iron.....	2	13
			Meal Corn	2	16	S		
						Scouring Compounds	3	17

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INDEX TO SUPPLEMENT NO. 1—Continued.

	Page.	Item.		Page.	Item.		Page.	Item.
Boxes, Empty, Field.....	3	18	Mouldings, Wooden, Common	2	19	Slag	3	8
Bread	1	15	O			Scap Powders.....	3	10
C								
Cakes	1	15	Oil Tanks, Storage, C. L..	3	22	Stone, Building.....	3	11
Cement Building Blocks, C. L.	3	12	Oil Tank Wagons, K. D....	3	10	T		
Clay Building Blocks, C. L.	3	12	P			Tanks, Storage, C. L.....	3	22
Copperas, Commercial....	1	9	Paper, N. O. S., in boxes, L. C. L.....	2	23	Tile, C. L.....	3	12
Copperas, Crude	1	13	Paper, N. O. S., in crates, L. C. L.....	2	24	Trucks, Dry Kiln.....	3	13
Corn Meal	2	16	Paper, N. O. S., in boxes or crates, C. L.....	2	25	Turpentine Tanks, Storage, C. L.	3	22
Compounds, Scouring....	3	17	Paper Dishes, Plates or Trays	2	26	W		
Crackers	1	15				Wagons, Oil Tank, K. D..	3	16
D								
Dishes, Paper.....	2	26				Washing Powders.....	3	10



Atlantic Coast Line Depot at Eustis, Fla.



CHANGES, AMENDMENTS AND ADDITIONS TO FLORIDA CLASSIFICATION NO. 4.

Page	Item	NOW READS	Class	Item	CHANGE TO READ	Class
18	39	Asphaltum, Packed, L. C. L.....	6	1	ASPHALT (ASPHALTUM), Natural or Bi-product (not Paint, Stain or Varnish).	
18	40	Same, C. L.....	A	2	In barrels or casks, L. C. L.....	K
				3	Same, C. L.....	M
				4	In Tank cars, C. L.....	M
18	67	BAGS, Paper, in boxes.....	2	5	BAGS, Paper, in boxes, L. C. L.....	6
19	46	Barrels, Empty:		6	BARRELS, Empty:	
	48	Flour, Spirits, Sugar, Oil, Grease and Whisky, Wooden, L. C. L.....	6	7	Flour, Spirits, Sugar, Oil, Grease, Whisky, Syrup and Molasses, Wooden, L. C. L..	6
28	42	COPPERAS:		9	COPPERAS, viz.:	
	43	In Boxes, L. C. L.....	1	10	In boxes, L. C. L.....	1
	44	In bags, barrels, casks or kegs, L. C. L....	6	11	In bags, barrels, casks or kegs, L. C. L....	6
	45	In packages named, C. L. min. wt. 30,000 lbs.	6	12	In packages named, C. L. min. wt. 30,000 pounds	6
				13	Copperas, Crude, L. C. L.....	M
				14	Copperas, Crude, straight C. L. or mixed C. L. with Fertilizer Materials, min. wt. 30,000 lbs.	75 C of M
29	41	CRACKERS, CAKES AND BREAD, L. C. L.....	4	15	CRACKERS, CAKES, BREAD, L. C. L.....	5
	42	Same, C. L. min. wt. 15,000 lbs.....	5	16	Same, C. L. min. wt. 15,000 lbs.....	6
34	25	FLOUR:		1	FLOUR, viz.:	
	33	Self-Raising, in sacks.....	5	2	Self-Raising, in white cotton sacks, (See Note)	C
	34	Same, in boxes, barrels, kegs or drums..	6	3	Self-Raising, in sacks, re-packed in burlaps, (See Note).....	D
				4	Self-Raising, in standard barrels.....	F

CHANGES, AMENDMENTS AND ADDITIONS TO FLORIDA CLASSIFICATION NO. 4.

Page	Item	NOW READS	Class	Item	CHANGE TO READ	Class
42	35	Insecticides:		5	Self-Raising , in standard half bbls.....	$\frac{1}{2}$ of F
	36	In cans, not boxed or jacketed, L. C. L...	3	NOTE: Bills of lading and way bills for shipments of Flour in sacks must show the number of sacks of each size contained in shipment.		
	37	In barrels, boxes or jacketed cans, L. C. L.	K	6	INSECTICIDES , viz.:	
	38	Same, C. L.	L	7	In cans, not boxed or jacketed, L. C. L...	3
				8	In barrels, boxes, tubs, kegs or jacketed cans, L. C. L.	K
				9	In sacks	5
				10	Same, C. L.	L
47	2	IRON AND STEEL ARTICLES , Special Iron, C. L. Boiler Iron, C. L.	$\frac{1}{2}$ of 6	11	IRON AND STEEL ARTICLES , Special Iron, C. L.:	
	36	IRON AND STEEL ARTICLES :		12	Boiler Iron, C. L. min. wt. 24,000 pounds.	N
	40	Roofing, in crates or bundles.....	6	13	ELIMINATE . See Florida Classification No. 4, page 46, Items 59, 60 and 61.	
49	69	LIMESTONE , viz.:		14	LIMESTONE , viz.:	
	70	Ground or Crushed, in barrels or sacks, L. C. L.	$\frac{1}{2}$ of 6	15	Ground or Crushed, in barrels or sacks, L. C. L.	M
54	1	MEAL :		16	MEAL :	
	3	Corn, in bbls., est. wt. 200 lbs. per bbl...	D	17	Corn, in standard barrels.....	F
56	1	MOULDINGS :		18	Same, in standard half barrels.....	$\frac{1}{2}$ of F
	5	Wooden, Common, for building purposes, not finished or decorated, L. C. L....	4	19	MOULDINGS , viz.:	
	6	Same, C. L.	6	20	Wooden, Common, for building purposes, not finished or decorated, L. C. L....	$\frac{1}{2}$ of 6
59	11	PAPER , viz.:		21	Same, C. L.	P
	27	N. O. S., in boxes.....	2	22	PAPER , viz.:	
				23	N. O. S., in boxes, L. C. L.....	3

CHANGES, AMENDMENTS AND ADDITIONS TO FLORIDA CLASSIFICATION NO. 4.

Page	Item	NOW READS	Class	Item	CHANGE TO READ	Class
28		N. O. S., in crates, L. C. L., (See Note)...	3	24	N. O. S., in crates, L. C. L. (See Note)...	3
29		N. O. S., in crates, C. L. (See Note).....	4	25	N. O. S., in boxes or crates, C. L. See Note)	4
		NOTE: Paper in bundles partially protected by boards or strips shall be charged for at the rating applying on paper in crates			NOTE: Paper in bundles partially protected by boards or strips shall be charged for at the rating applying on paper in crates.	
59	38	PAPER DISHES, PLATES OR TRAYS, (Dishes, Plates or Trays, such as Butter Dishes or Trays and Pie Plates:		26	PAPER DISHES, PLATES OR TRAYS, (Dishes, Plates or Trays, such as Butter Dishes or Trays and Pie Plates:	
39		Nested, in boxes, bundles or crates, L. C. L.	3	27	Nested, in bundles, boxes or crates, L. C. L.	3
40		Nested, in packages named, straight or mixed C. L., min. wt. 20,000 pounds....	5	28	Nested, in packages named, straight or mixed C. L., min. wt. 12,000 pounds....	6
61	1	PLASTER BOARDS, L. C. L.	6	1	PLASTER BOARDS:	85% of 6
	2	Same, C. L.	A	2	L. C. L., Boxed or crated.....	85% of A
61	9	PLATES, viz.: Paper, packed, L. C. L..... Same, C. L. min. wt. 12,000 pounds.....	3	4	ELIMINATE , See Supplement No. 1 under heading of Paper Dishes.	
62	39	STEAM PUMPS, PUMPING ENGINES, AND MACHINERY, L. C. L.	4	5	ELIMINATE , See Supplement No. 1 under heading of Paper Dishes.	
40		Same, C. L.	5	6	STEAM PUMPS, PUMPING ENGINES, AND MACHINERY, L. C. L.	4
32	76	SLAG, Ground or not Ground, C. L. min. wt. 30,000 lbs.	M	7	Same, C. L., min. wt. 20,000 lbs.....	N
				8	SLAG , in bags, boxes, barrels or casks, L. C. L.	M
				9	Same, in packages named, or in bulk, C. L., min. wt. 30,000 lbs.....	P

CHANGES, AMENDMENTS AND ADDITIONS TO FLORIDA CLASSIFICATION NO. 4.

Page	Item	NOW READS	Class	Item	CHANGE TO READ	Class
67	72	SOAP POWDERS	5	10	SOAP OR WASHING POWDE..S	6
69	8	STONE , viz.:		11	STONE , viz.:	
	9	Building Stone and Cement Building Blocks, including Tile (but not other interior finish nor ornamental work), cut or sawed into shape, rough, dressed or carved, but not polished; protected, (otherwise at owner's risk); valuation limited to 20c per cubic foot, C. L. min. wt. 30,000 lbs.		12	Building Stone and Cement or Clay Building Blocks, including Tile, (but not other interior finish or ornamental work), cut or sawed into shape, rough, dressed or carved, but not polished; protected, (otherwise at owner's risk); valuation limited to 20c per cubic foot, C. L. min. wt. 30,000 pounds.	
72	25	TRUCKS , viz.:	P	13	ELIMINATE : See Florida Classification No. 4, page 48, Item 44.	P
	29	Dry Kiln, L. C. L.	4	14	ELIMINATE : See Florida Classification No. 4, page 48, Item 45.	6
	30	Same, C. L., min. wt. 24,000 pounds.	6	15	VEHICLES , viz.:	
75	1	VEHICLES : viz.:	D-1	16	Oil Tank Wagons , K. D., actual weight...	1
	19	Oil Tank Wagons, K. D., actual wt.		17	SCOURING COMPOUNDS , (Not Soap or Washing Powders)	4
77	17	WASHING OR SCOURING COMPOUNDS , (Not Soap Powders)	4			

ADDITIONS.

18	BOXES , Empty Field.....	1 of 6
19	POSTS , viz.:	
20	Concrete Fence Posts , L. C. L.	6
21	Same, C. L., min. wt. 30,000 lbs.	P
22	TANKS , Storage, Oil or Turpentine, C. L., minimum wt. 20,000 lbs.	N

And the said Railroad Commissioners do further adopt said Supplement No. 1 as an amendment to or change in Classification No. 4 to the extent therein stated.

It is therefore ordered and adjudged that Supplement No. 1 to Classification No. 4, as hereinbefore set forth, be and the same is hereby prescribed and adopted for use in the State of Florida as aforesaid, and that all railroads, railroad companies and common carriers doing business in the State of Florida, be and they are hereby directed and required to use, follow and abide by the said Supplement No. 1 to Classification No. 4, with reference to all intra-state business to be done by them.

And it is further ordered and adjudged that the foregoing Supplement No. 1 to Classification No. 4 shall be printed and published in convenient form, and that the said Supplement No. 1 to Classification No. 4 shall be fully and completely indexed and the said index published with the said amendment to Classification, and to be known as "Supplement No. 1 to Classification No. 4 of the Railroad Commission, State of Florida."

And it is further ordered and adjudged that the aforesaid amendment to Classification shall become effective the 4th day of May, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 1st day of April, 1915.

R. HUDSÓN BURR, Chairman.

ORDER NO. 479.

FILE NO. _____

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION OF THE SAN-FORD TELEPHONE COMPANY,

This matter came on for consideration upon the petition of the Sanford Telephone Company, in and by which petition said Sanford Telephone Company prayed for an order approving rates to be charged "between Southern Bell Telephone & Telegraph Company and the City of Sanford,"

and the said Sanford Telephone Company being represented by George A. DeCottes, and the Southern Bell Telephone & Telegraph Company being represented by H. E. W. Palmer; and it appearing to the Commissioners that the petitioner has no standing to ask that rates be fixed for another company;

Whereupon, H. E. W. Palmer, attorney for Southern Bell Telephone & Telegraph Company, announced his desire that his Company be made a party to the application. But it was determined by the Commissioners that even considering the Southern Bell Telephone & Telegraph Company as one of the petitioners they could not then consider the petition, as the allegations thereof showed that a rate was sought to be established based upon an amount of money estimated to be necessary to the improvement in the plant at Sanford, but which has not been invested therein, and that the application is based entirely upon a future contingency.

It is therefore considered, ordered and adjudged that the prayer of the said petition be and the same is hereby denied.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 7th day of April, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 480.
FILE NO. 3272.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT AND STATION FACILI-
TIES AT WAVERLY.

Pursuant to Notice No. 75, dated March 5th, 1915, this matter came on for hearing before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 23rd day of March, 1915, and then and there appeared the Atlantic Coast Line Railroad Company by J. N. Brand, its General Superintendent, and

there also appeared G. H. Gibbons and T. A. Currie, representing the citizens of Waverly, the petitioners, and appearing also in their own behalf. And after hearing the Atlantic Coast Line Railroad Company, by its General Superintendent aforesaid, and after hearing the testimony of the witnesses under oath, the Railroad Commissioners took the said matter under advisement.

And now on this day, the said matter coming on for further and final consideration, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find from the evidence that the local conditions at Waverly, a station on the line of the Atlantic Coast Line Railroad Company in this State, and the amount of business done at said station, require the erection by the Atlantic Coast Line Railroad Company of suitable and adequate depot and station facilities at Waverly aforesaid.

Wherefore, it is considered, ordered and adjudged that the Atlantic Coast Line Railroad Company be and it is hereby required to erect at Waverly aforesaid a combination freight and passenger depot to contain a waiting room for white passengers with not less than 200 square feet of floor space, a waiting room for colored passengers with not less than 100 square feet of floor space, a freight wareroom with not less than 400 square feet of floor space, and adjoining the said freight ware room a covered platform with not less than 400 square feet of floor space.

It is further ordered that the said depot be provided with suitable and adequate platforms, walkways and approaches, and with suitable outside toilet facilities for both races and both sexes.

It is further ordered that the said depot building shall be located at the point where the public road crosses the tracks of the Atlantic Coast Line Railroad Company.

It is further ordered that the aforesaid facilities shall be provided and this order fully complied with on or before the 1st day of November, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their offices in the City of Tallahassee, this 16th day of April, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 481.
FILE NO. 3740.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

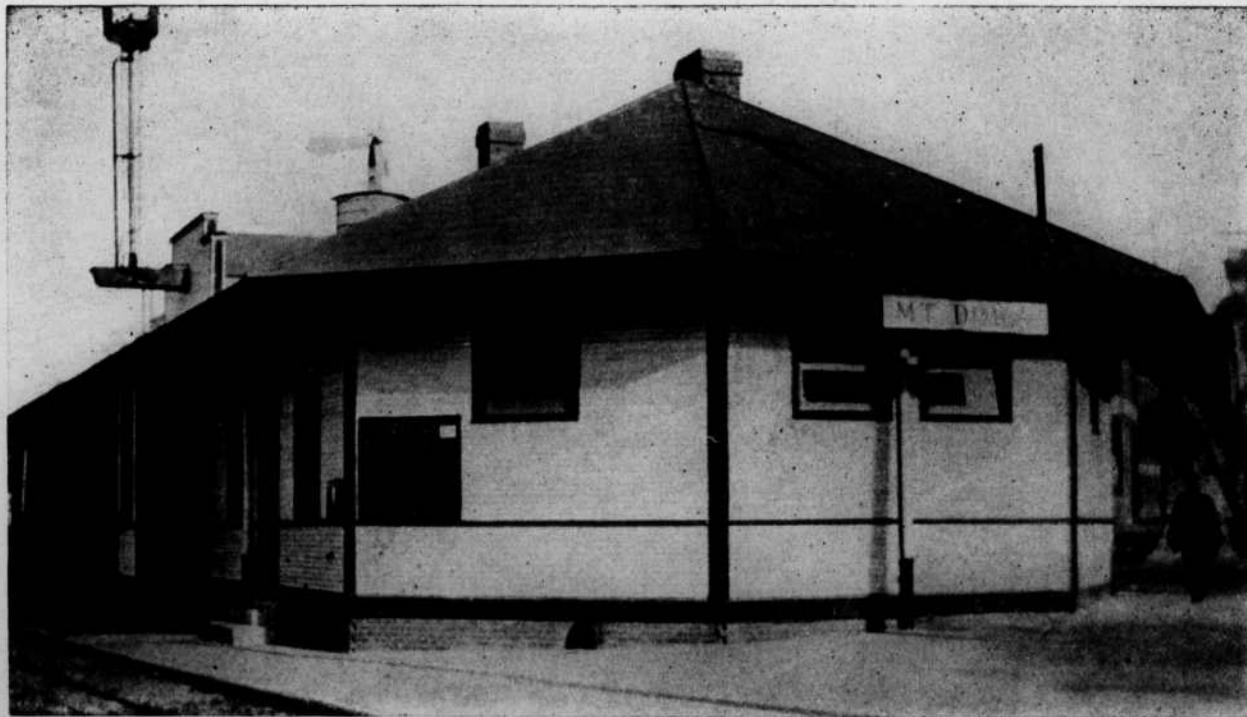
IN THE MATTER OF DEPOT AND STATION FACILI-
TIES AT ST. CLOUD.

Pursuant to Notice No. 74, dated March 5th, 1915, this matter came on for hearing before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 8th day of April, 1915, and then and there appeared the Atlantic Coast Line Railroad Company, by J. N. Brand, its General Superintendent, and there also appeared, representing the citizens of St. Cloud and in their own behalf, F. F. H. Pope and L. D. Frost. And after hearing the testimony of the aforesaid witnesses under oath, and after hearing the Atlantic Coast Line Railroad Company, by its General Superintendent aforesaid, the Commissioners took the said matter under advisement.

And now on this day, the said matter coming on for further and final consideration, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find from the evidence that the business done at St. Cloud, a station on the line of the Atlantic Coast Line Railroad, require the establishment of improved and increased station facilities at St. Cloud aforesaid.

Wherefore, it is considered, ordered and adjudged that the Atlantic Coast Line Railroad Company be and it is hereby required to provide and erect at St. Cloud aforesaid a freight depot, which may be done by moving the existing combination freight and passenger depot to the east of its present location and remodeling the same so that it shall contain a freight ware room with not less than 1656 square feet of floor space and a covered shed on the end of the said building with not less than 612 square feet of floor space, and a platform adjacent to and along the side of the wareroom to contain 760 square feet of floor space.

It is further ordered that passenger depot be erected on the site of the present combination freight and passenger depot, which said passenger depot shall contain a waiting



Atlantic Coast Line Depot at Mt. Dora, Fla.



room for white passengers with not less than 700 square feet of floor space, and adjoining thereto a ladies' rest room of dimensions 6 feet 6 inches by 10 feet, and a ladies' toilet room, to be entered from the rest room, of dimensions 4 feet 6 inches by 10 feet. Also a men's smoking room of dimensions 6 feet 6 inches by 10 feet, and a men's toilet room, to be entered from the smoking room, of dimensions 4 feet 6 inches by 10 feet. Also a waiting room for colored passengers with not less than 418 square feet of floor space, and adjoining thereto a toilet room for women, of dimensions 4 feet 6 inches by 10 feet, and a toilet room for men, of dimensions 4 feet 6 inches by 10 feet. Also a ticket window for both white and colored passengers as provided by law.

It is further ordered that a suitable and sufficient room for the proper handling, storage and care of baggage be provided.

It is further ordered that between the depot offices and the freight ware room there shall be an open passageway under the main roof of the building 16 feet in width.

It is further ordered that the said depot shall be provided with suitable walkways and approaches, and that the said waiting rooms and other facilities provided for passengers shall be adequately lighted, as well as all approaches thereto.

It is further ordered that ground plans of the above described depot be submitted to the Commissioners for their inspection and approval within thirty days after the date of this order, and that the aforesaid depot and facilities be completed, and this order fully complied with, on or before the 1st day of November, A. D. 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 16th day of April, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 482.
FILE NO. 3027.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PER-
MIT THE FREIGHT STATIONS AT JACKSON-
VILLE TO BE CLOSED AT 12 O'CLOCK NOON, ON
SATURDAYS DURING THE MONTHS FROM MAY
1, 1915, TO OCTOBER 1, 1915.

Application having been made to us by the Atlantic Coast Line Railroad Company, Florida East Coast Railway Company, Seaboard Air Line Railway; Georgia, Southern & Florida Railway Company, and Southern Railway to suspend the operation of Rule 26 of our "Rules Covering the Transportation of Freight" so far as to permit the employees of the said railroad companies in their several freight stations in Jacksonville to enjoy a half holiday on Saturdays, during certain months hereinafter named, and it appearing to us that the same ought to be granted.

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule 26 aforesaid, be and the same is hereby suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the City of Jacksonville at 12 o'clock noon on each and every Saturday, during the months of May, June, July, August and September, in the year 1915, for the purpose of giving the said employees a half holiday in each week during the said months.

This order shall take effect May 1, 1915.

Ordered in open session of our Board at the City of Tallahassee, this 28th day of April, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 483.
FILE NO. 3508.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATIONS OF THE
GULF, FLORIDA & ALABAMA RAILWAY COM-
PANY AND THE LOUISVILLE & NASHVILLE
RAILROAD COMPANY TO PERMIT THE CLOSING
OF THEIR FREIGHT STATIONS AT PENSACOLA
ON SATURDAYS DURING THE MONTHS FROM
JUNE 1ST TO OCTOBER 1ST.

Applications having been made to us by the Gulf, Florida & Alabama Railway Company and the Louisville & Nashville Railroad Company to suspend the operation of Rule No. 26 of the Rules Governing the Transportation of Freight so as to permit the employees of the said railway companies in their freight stations at Pensacola, Fla., to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that same ought to be granted:

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the City of Pensacola at 1 o'clock P. M., on each and every Saturday during the months of June, July, August and September in the year 1915, for the purpose of giving the said employees a half holiday in each week during the said months.

This order shall take effect June 1, 1915.

Ordered in open session of our Board in the City of Tallahassee, this 28th day of April, 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 484.
FILE NO. 3493.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PER-
MIT THE FREIGHT STATIONS TO BE CLOSED AT
1 O'CLOCK P. M., ON SATURDAYS DURING THE
MONTHS FROM JUNE 1ST, 1915, TO OCTOBER 1ST,
1915.

Application having been made to us by the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway to suspend the operation of Rule No. 26, of our "Rules Governing the Transportation of Freight" so far as to permit the employees of the said Railroad Companies in their respective freight stations in Tampa to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that the same ought to be granted;

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the Railroad Companies aforesaid to close their freight stations in the City of Tampa at 1 o'clock P. M. on each and every Saturday during the months of June, July, August and September in the year 1915, for the purpose of giving the said employees a half holiday in each week during the said months.

This order shall take effect June 1, 1915.

Ordered in open session of our Board in the City of Tallahassee, this 4th day of May, 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 485.
FILE NO. 3460.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
PUBLIC SERVICE COMMITTEE OF THE CITY OF
JACKSONVILLE FOR AN ORDER REQUIRING
THE ERECTION OF A NEW TERMINAL STATION
IN THE CITY OF JACKSONVILLE.

In pursuance of Order No. 462 in the above matter, in and by which it was provided, among other things, that "thereafter the time for the commencement and completion of the work of constructing the said station will be fixed by the said Commissioners," the said Commissioners did on the 7th day of May, 1915, issue and serve their Notice No. 77, and pursuant to said Notice this matter came on for hearing before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 17th day of May, 1915, at three o'clock in the afternoon, and then and there appeared Jacksonville Terminal Company, by W. E. Kay and John E. Hartridge, Counsel; J. B. Munson, President, and W. L. Morse, Chief Engineer; Seaboard Air Line Railway, by Frank P. Fleming, Division Counsel; Atlantic Coast Line Railroad Company, by W. E. Kay, Assistant General Counsel; Southern Railway Company, by J. B. Munson; Georgia Southern & Florida Railway Company, by J. B. Munson, and George M. Powell, representing the Jacksonville Chamber of Commerce.

Whereupon, Colonel W. E. Kay, on behalf of all of the parties notified of the hearing and present thereat, then and there stated in open session that they had nothing to say as to the time of commencement or completion of said work, as it was not their purpose or intention to comply with the orders heretofore made in this matter with respect to the erection of a new terminal station in the City of Jacksonville, Florida. Thereupon the Railroad Commissioners took the matter under advisement.

And now on this day, the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises,

It is considered, ordered and adjudged that the work of constructing the said station and accessories, as provided for in former orders in this matter, shall be actually begun on or before the 15th day of November, 1915, and shall be thereafter prosecuted with all reasonable despatch and that this order and all prior orders made in the premises shall be fully complied with on or before the 15th day of November, 1916.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 18th day of May, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 486.
FILE NO. 3790.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
FLORIDA EAST COAST RAILWAY COMPANY TO
PERMIT THE CLOSING OF ITS FREIGHT STA-
TION AT KEY WEST ON WEDNESDAYS DURING
THE MONTHS FROM JUNE 1ST TO OCTOBER 1ST.

Application having been made to us by the Florida East Coast Railway Company to suspend the operation of Rule No. 26 of the Rules Governing the Transportation of Freight so as to permit the employees of the said railway company in its freight station at Key West, Florida, to enjoy a half holiday on Wednesday during certain months hereinafter named, and it appearing to us that same ought to be granted;

Now, Therefore, We, the Railroad Commissioners of the State of Florida, do order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the Florida East Coast Railway Company to close its freight station at the City of Key West at one o'clock P. M. on each and every Wednesday during the months of June, July, August and September in the

year 1915, for the purpose of giving the said employees a half holiday in each week during the said months.

This order shall take effect June 1, 1915.

Ordered in open session of our Board in the City of Tallahassee, this 28th day of April, 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 487.

FILE NO. 2992.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE OCKLAWAHA VALLEY RAILROAD.

The Ocklawaha Valley Railroad Company having made application to us to prescribe schedules of freight and passenger rates for use on its line of railroad in this State, after due notice, the said matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee, at ten o'clock in the morning on this date, the said railroad company appearing by W. B. Denham, its General Manager, and S. P. Hollinrake, General Freight Agent, and was fully heard.

And it is now ordered and adjudged that the following schedules of freight and passenger rates be, and the same are hereby allowed and prescribed for the Ocklawaha Valley Railroad Company to be used between all points on its line in this State, and that the said schedules shall be put into effect by the said railroad company June 1, 1915.

(Rates shown elsewhere in the Report).

It is further ordered and adjudged that after the 31st day of December, 1915, the Class P Rates as prescribed in the above schedule, shall cease to be operative, and the rates prescribed by Order No. 431, as shown on page 178 of our 18th Annual Report, shall, on January 1, 1916, without further order, become of full force and effect for use upon the line of the said railroad company in this State.

Passenger Rates—

Straight fare 4 cents per mile; round trip ticket, good for five days exclusive of day of sale, 3 cents per mile.

Rates on Phosphate as shown on page 181 of our 18th Annual Report; Rates on Sugar Cane as shown on page 182 of our 18th Annual Report; Rates on Cotton Pressed In Bales as shown on page 182 of said Report; and Rates on Fruits and Vegetables shown on pages 188 and 189 of our 18th Annual Report.

Said schedules of freight rates as above prescribed shall be governed by Classification No. 4 of the Railroad Commission of Florida.

Said railroad company shall be subject to all Rules and Regulations adopted by the Railroad Commissioners of the State of Florida for the Government of the Transportation of Persons and Property by Common Carriers in Florida.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 24th day of May, A. D. 1915.

R. HUDSON BURR, Chairman.

**ORDER NO. 488.
FILE NO. 3505.**

**BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.**

**IN THE MATTER OF THE APPLICATION OF THE
SEABOARD AIR LINE RAILWAY FOR A PERMIT
TO CLOSE ITS FREIGHT STATION AT SARASOTA
ON THURSDAY AFTERNOON DURING THE
MONTHS FROM JUNE 1ST TO NOVEMBER 1ST.**

Application having been made to us by the Seaboard Air Line Railway to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight," so as to permit the employees of the said railway in its freight station at Sarasota, Florida, to enjoy a half holiday on Thursdays during the months hereinafter named,



Sutherland-Ozona Depot Recently Constructed by Atlantic Coast Line.

and it appearing to us that the said application ought to be granted;

Now, therefore, We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the railway aforesaid to close its freight station at the City of Sarasota at 1 o'clock P. M. on each and every Thursday afternoon during the period from June 1st, 1915, to November 1st, 1915, inclusive, for the purpose of giving the said employees a half holiday in each week during the said period.

This Order shall take effect June 1st, 1915.

Ordered in open session of our Board in the City of Tallahassee, this 26th day of May, 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 489.

FILE NO. 3696.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
SEABOARD AIR LINE RAILWAY, ATLANTIC
COAST LINE RAILROAD COMPANY AND TAMPA
& JACKSONVILLE RAILWAY FOR A PERMIT TO
CLOSE THEIR FREIGHT STATIONS ON SATUR-
DAY AFTERNOON DURING THE MONTHS OF
JULY, AUGUST AND SEPTEMBER.

Application having been made to us by the Seaboard Air Line Railway, the Atlantic Coast Line Railroad Company and the Tampa & Jacksonville Railway to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight," so as to permit the employees of the said railway companies in their respective freight stations at Gainesville, Florida, to enjoy a half holiday on Saturdays during the months hereinafter named, and it appearing to us that the said application ought to be granted;

Now, therefore, We, the Railroad Commissioners of the

State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the railway companies aforesaid to close their respective freight stations at the City of Gainesville, Florida, at 12:00 o'clock noon, on Saturdays during the months of July, August and September, 1915, for the purpose of giving the said employees a half holiday in each week during the said period.

This Order shall take effect June 1st, 1915.

Ordered in open session of our Board in the City of Tallahassee, this 26th day of May, 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 490.
FILE NO. 3726.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE VIOLATION OF RULE 19
BY THE FLORIDA EAST COAST RAILWAY COMPANY.

Pursuant to Notice No. 59, dated October 7, 1914, this matter came on for hearing before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on October 20th, 1914, and consideration thereof was thereupon postponed until November 12, 1914, at the request of the Florida East Coast Railway Company. Pursuant to such postponement the said matter came on for consideration on said November 12, 1914, and then and there appeared the Florida East Coast Railway Company by Alex. St. Clair-Abrams, Counsel, who was fully heard. And the said Florida East Coast Railway Company having filed its sworn answer in the said matter, which said answer admitted that on the shipments set forth in the said Notice No. 59, the Florida East Coast Railway Company did not reduce its rate ten per cent., as required by Rule 19 of the Rules Governing the Transportation of Freight, but charged the full rates authorized by the Commissioners without such reduction.

the Railroad Commissioners thereupon took the matter under advisement.

And now on this day, the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, do find that on, to-wit, the 21st day of September, 1914, on a shipment by Chase & Company, Sanford, Florida, to Chase & Company, Homestead, Florida, which shipment passed over the lines of railway of the Atlantic Coast Line Railroad Company and the Florida East Coast Railway Company, the said Florida East Coast Railway Company did exact, charge and collect, or cause to be exacted, charged and collected, a greater rate than the sum of the local rates on such shipments, less ten per cent., for the distance hauled over each road; and that on, to-wit, the 22nd day of September, 1914, on a shipment by Chase & Company, from Sanford, Florida, to Chase & Company, Goulds, Florida, which shipment passed over the lines of railway of the Atlantic Coast Line Railroad Company and the Florida East Coast Railway Company, the said Florida East Coast Railway Company did exact, charge and collect, or cause to be exacted, charged and collected, a greater rate than the sum of the local rates on such shipments, less ten per cent., for the distance hauled over each road; and that on, to-wit, the 28th day of September, 1914, on a shipment by Chase & Company, from Sanford, Florida, to Chase & Company, Goulds, Florida, which shipment passed over the lines of railway of the Atlantic Coast Line Railroad Company and the Florida East Coast Railway Company, the said Florida East Coast Railway Company did exact, charge and collect or cause to be exacted, charged and collected, a greater rate than the sum of the local rates on such shipments, less ten per cent., for the distance hauled over each road.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the said Florida East Coast Railway Company has been guilty as charged on violating the said Rule 19 of the Rules Governing the Transportation of Freight, as above set out, and has thereby incurred a penalty for such violations, which is hereby fixed and imposed in the sum of Three Thousand (\$3,000.00) Dollars, and which the said Florida East Coast Railway Company is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 16th day of July, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 491.
FILE NO. 3726.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE VIOLATION OF RULE 7
BY THE FLORIDA EAST COAST RAILWAY COMPANY.

Pursuant to Notice No. 60, dated October 7th, 1914, this matter came on for hearing before the Railroad Commissioners of the State of Florida at their office in Tallahassee, Florida, on the 20th day of October, 1914, and thereupon, at the request of the Florida East Coast Railway Company, the consideration thereof was postponed until November 12th, 1914. Pursuant to such postponement the said matter came on for consideration on said date, and then and there appeared the Florida East Coast Railway Company by Alex. St. Clair-Abrams, Counsel, who was fully heard. And the said Florida East Coast Railway Company, having filed its sworn answer in the said matter, which said answer admitted that the said company did issue its Supplement No. 7 to Rate Issue 1142, issued September 18, 1914, effective September 18, 1914, as charged in said Notice No. 60, the Commissioners thereupon took the matter under advisement.

And now on this day, the said matter coming on for further and final consideration, the Railroad Commissioners, being fully advised in the premises, do find that the said Florida East Coast Railway Company, in and by its Supplement No. 7 to Rate Issue 1142 issued September 18, 1914, effective September 18, 1914, did advance or increase its joint rates on business destined to or originating at points on other lines in Florida, destined, to or originating at Florida East Coast Railway stations, with-

out first submitting the said proposed advance or increase to the said Railroad Commissioners and without receiving their approval.

Wherefore, it is considered, ordered and adjudged that the Florida East Coast Railway Company has been guilty as charged of violating Rule 7 of the General Rules adopted and promulgated by the Railroad Commissioners of the State of Florida for the Government of the Transportation of Persons and Property by Common Carriers in Florida, as above set out, and has thereby incurred a penalty for such violation, which is hereby fixed and imposed in the sum of Twenty-five Hundred (\$2500.00) Dollars, which said sum the said Florida East Railway Company is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 16th day of July, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 492.
FILE NO. 3726.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE VIOLATION OF RULE 7
BY THE FLORIDA EAST COAST RAILWAY COMPANY.

Pursuant to Notice No. 61, dated October 21, 1914, this matter came on for consideration before the Railroad Commissioners of the State of Florida, at their office in Tallahassee, on November 12, 1914, and then and there appeared the Florida East Coast Railway Company, by Alexander St. Clair-Abrams, its Counsel. The said Company filed its sworn answer in the said matter, admitting that it did issue Supplement No. 6 to Rate Issue 1135, issued September 18, 1914, effective September 18, 1914, as charged in said Notice No. 61, but setting forth its reasons for so doing and why it should not be penalized there-

for. And after a full hearing the Commissioners took the matter under advisement.

And now on this day, the said matter coming on for further and final consideration, the Railroad Commissioners, being fully advised in the premises, do find that the Florida East Coast Railway did, in and by its Supplement No. 6 to Rate Issue 1135, issued September 18, 1914, effective September 18, 1914, advance and increase its joint rates on business destined to or originating at points on other lines in Florida, destined to or originating at Florida East Coast Railway stations, without first submitting the said proposed advance and increased rate to the Railroad Commissioners and without receiving their approval.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the Florida East Coast Railway Company has been guilty as charged of violating Rule 7 of the General Rules adopted by the Railroad Commissioners of the State of Florida for the Government of the Transportation of persons and Property by Common Carriers in Florida and then and now of full force and effect, and has thereby incurred a penalty for such violation which is hereby fixed and imposed in the sum of Twenty-five Hundred (\$2500.00) Dollars, which said sum the said Florida East Coast Railway Company is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 16th day of July, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 493.
FILE NO. T-100.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF RATES, TOLLS AND CHARGES
BY THE GULF TELEPHONE COMPANY AT PER-
RY, FLORIDA.

In pursuance of Notice No. 82, dated June 23rd, 1915,

this matter came on for consideration on the 8th day of July, 1915, at ten o'clock in the morning at the Court House in Perry, Florida. There appeared for the Gulf Telephone Company, W. A. Hendry, its President and General Manager, and the Railroad Commissioners took the testimony of said W. A. Hendry and of George B. Ames, the Telephone Engineer of the said Commissioners, who had appraised the plants, as to the value of the plants at Perry, Florida, and Greenville, Florida, belonging to the Gulf Telephone Company, including the original cost of each plant and the cost of reproduction at the present time, also as to the gross receipts, operating expenses and net income of each plant, and what would be a reasonable and just rates, charges, tolls or rentals to be demanded, exacted, charged and collected by said telephone company, and as to every other pertinent question touching the matters under investigation. And all parties who so desired were fully heard. And the Commissioners took said matters under advisement.

And now on this day, the said matter came on for further consideration, and the Commissioners being advised in the premises, do find from the evidence taken in the manner aforesaid that the rates, charges, tolls or rentals exacted by the Gulf Telephone Company prior to January 1, 1915, were insufficient to yield reasonable compensation for the service rendered and the property of said company employed in said service, in so far as the Commissioners were able, from the unsystematic method of keeping accounts employed by the said Company, to ascertain what amount of money had been invested in the telephone plants. But that the rates arbitrarily put into effect on the 1st day of January, 1915, by the Gulf Telephone Company without authority from the Railroad Commissioners and in violation of law, were in some respects unreasonable and unjust.

It is therefore ordered and adjudged by the Railroad Commissioners of the State of Florida that from and after the 1st day of August, 1915, the following rates are prescribed as reasonable and just rates, charges, tolls or rentals to be observed and in force at Perry, Florida, to-wit:

CITY RATES.

	Direct Line.	Duplex Line.
Business Desk Station	\$2.75 per mo.	\$.... per mo.
Business Wall Station	2.50 per mo.	.... per mo.
Residence Desk Station	2.25 per mo.	1.75 per mo.
Residence Wall Station	2.00 per mo.	1.50 per mo.
Extension Stations—		
Business	1.00 per mo.	1.00 per mo.
Residence	1.00 per mo.	1.00 per mo.

RURAL RATES.

All Business and Residence Stations—	Party Line.
Within two miles of City Limits.....	\$1.50 per mo.
Two miles to five miles of City Limits.....	1.75 per mo.
Five miles to eight miles of City Limits.....	2.00 per mo.
Over eight miles of City Limits.....	2.25 per mo.
All club or combination rates must be discontinued.	

From and after the 1st day of August, 1915, the following rates are prescribed as reasonable and just rates, charges, tolls or rentals to be observed and in force at Greenville, Florida, to-wit:

CITY RATES.

	Direct Line.	Duplex Line.
Business Desk Station	\$2.50 per mo.	\$.... per mo.
Business Wall Station	2.25 per mo.	.... per mo.
Residence Desk Station	2.00 per mo.	1.50 per mo.
Residence Wall Station	1.75 per mo.	1.25 per mo.
Extension Stations—		
Business	1.00 per mo.	1.00 per mo.
Residence	1.00 per mo.	1.00 per mo.

RURAL RATES.

All Business and Residence Stations—	Party Line.
Within two miles of City Limits.....	\$1.50 per mo.
Two miles to five miles of City Limits.....	1.75 per mo.
Five miles to eight miles of City Limits.....	2.00 per mo.
Over eight miles from City Limits.....	2.25 per mo.
All club or combination rates must be discontinued.	

All club or combination rates must be discontinued.

It is further ordered and adjudged that any amount charged and collected from subscribers or patrons of the Gulf Telephone Company since the first day of January, 1915, in excess of the foregoing prescribed rates, is illegal, and reparation is hereby ordered made of such amounts.

the same to be promptly paid by the Company to such subscriber or patron.

And it is further ordered that the said Company shall notify the Railroad Commissioners of the State of Florida on the 1st day of August, 1915, that the foregoing rates and charges have been put into effect.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 21st day of July, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 494.
FILE NO. T-100.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE INCREASE OF RATES,
TOLLS AND CHARGES FOR TELEPHONE SERV-
ICE AT MAYO, FLORIDA.

In pursuance of Notice No. 83, dated June 23rd, 1915, this matter came on for consideration on the 9th day of July, 1915, at ten o'clock in the morning, in the Court House at Mayo, Florida. There appeared the Florida Telephone Company, by J. L. Kirk, its General Manager, and the Railroad Commissioners took the testimony of the said J. L. Kirk, W. A. Hendry, and Geo. B. Ames, Telephone Engineer of said Commissioners, who had appraised the plant as to the value of the plant at Mayo, Florida, belonging to the Florida Telephone Company, including the original cost of said plant, the cost of reproduction at the present time, and also as to the gross receipts, operating expenses and net income therefrom, and what would be reasonable and just rates, charges, tolls or rentals to be demanded, exacted, charged and collected by the said telephone company, and as to every other pertinent question touching the matters under investigation, and all parties who desired were fully heard. Thereupon the Commissioners took the said matter under advisement.

And now on this day, the said matter came on for further consideration, and the Commissioners being fully advised in the premises, do find from the evidence taken in the manner aforesaid that the plant now owned by the Florida Telephone Company was on the 1st day of January, 1915, owned by the Gulf Telephone Company, and that on said last mentioned date the rates and charges for service were arbitrarily raised without authority from the Railroad Commissioners and in violation of law, and were in some respects unreasonable and unjust, but that the rates and charges prior to January 1st, 1915, would be insufficient to yield reasonable compensation for the service rendered and the property employed in said service at the present time.

It is therefore ordered and adjudged by the Railroad Commissioners of the State of Florida that from and after the 1st day of August, 1915, the following rates are prescribed as reasonable and just charges, tolls or rentals to be observed and in force at Mayo, Florida, to-wit:

CITY RATES.

	Direct Line.	Duplex Line.
Business Station Desk	\$2.50 per mo.	\$2.00 per mo.
Business Station Wall	2.25 per mo.	1.75 per mo.
Residence Station Desk	2.00 per mo.	1.50 per mo.
Residence Station Wall	1.75 per mo.	1.25 per mo.
Extension Station Business	1.00 per mo.	1.00 per mo.
Extension Station Residence	1.00 per mo.	1.00 per mo.

RURAL RATES.

All Business and All Residence Stations—	Party Line.
Within two miles of City Limits	\$1.50 per mo.
Two miles to five miles of City Limits.....	1.75 per mo.
Five miles to eight miles of City Limits.....	2.00 per mo.
Over eight miles from City Limits.....	2.25 per mo.

It is further ordered and adjudged that any amount charged and collected from any subscriber or patron of the Florida Telephone Company since the 1st day of January, 1915, in excess of the foregoing prescribed rates is illegal, and reparation is hereby ordered made of such amount, the same to be promptly paid by the Company to such subscriber or patron.

And it is further ordered that the said Company shall notify the Railroad Commissioners on the 1st day of

August, 1915, that the foregoing rates and charges have been put into effect.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 21st day of July, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 495.
FILE NO. 3717.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF COMPLAINT AGAINST THE
FLORIDA EAST COAST RAILWAY COMPANY FOR
DISCRIMINATION AGAINST EAST PALATKA.

Pursuant to Notice No. 84, dated July 13th, 1915, this matter came on for hearing before the Railroad Commissioners of the State of Florida at Tallahassee on July 24th, 1915; and the Florida East Coast Railway Company not appearing by any representative, but having filed a sworn answer in the said matter, which said answer admitted that the said company did, since March 1st, 1915, advance and increase freight rates on general merchandise between Jacksonville, Florida, and San Mateo, Florida, the Commissioners thereupon took the matter under advisement.

And now on this day, the said matter coming on for further and final consideration, the Railroad Commissioners, being advised in the premises, do find that the Florida East Coast Railway Company has, since March 1st, 1915, advanced and increased its rates on general merchandise between Jacksonville, Florida, and San Mateo, Florida, without first submitting the proposed increased rates to the Commissioners and without receiving their approval, as is required by Rule 7 of the General Rules adopted by the Railroad Commissioners of the State of Florida for the Government of the Transportation of Persons and Property on the railroads of Florida.

And the said Commissioners do further find that the

said Florida East Coast Railway Company did not, before April 1, 1915, put into effect rates from Jacksonville, Florida, to East Palatka, Florida, which would in no particular exceed the freight rates then in effect upon like articles between Jacksonville, Florida, and San Mateo, Florida, as required in and by Order No. 477 of the Railroad Commissioners of the State of Florida, made and entered on the 18th day of March, 1915, but on the contrary, the said company did advance and increase its freight rates from Jacksonville to San Mateo.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the said Florida East Coast Railway Company has violated the aforesaid Rule 7 of the General Rules, and has violated and disregarded the said Order No. 477, and has thereby incurred a penalty for such violations, which is hereby fixed and imposed in the sum of Twenty-five Hundred (\$2500.00) Dollars, which sum the said company is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in Tallahassee, this 28th day of July, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 496.
FILE NO. T-100.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF RATES, TOLLS AND CHARGES
BY THE GULF TELEPHONE COMPANY, AT
PERRY, FLORIDA.

In pursuance of Notice No. 82, dated June 23rd, 1915, this matter came on for consideration on the 8th day of July, 1915, at ten o'clock in the morning, at the court house in Perry, Florida. And the Commissioners took up for consideration the alleged violation by the Gulf Telephone Company of Section 5 of Chapter 6525 of the

Laws of Florida, by increasing or advancing the rates, tolls, rentals and charges for telephones and telephone service in the Town of Perry, Florida, after having filed, prior thereto, a schedule of rates, tolls, rentals and charges with the Railroad Commissioners, and said increase having been made without any order or authority therefor from the said Railroad Commissioners.

The defendant appeared by W. T. Hendry, its attorney, and answered, admitting a technical violation of Section 5 of Chapter 6525 aforesaid, but sought to extenuate its guilt by alleging a lack of knowledge of the law at the time the rates, etc. were increased and by promptly filing its petition with the said Commissioners for authority to increase rates, etc., as soon as it had knowledge that the law so required. In support of the charge the Commissioners took the testimony of the following witnesses: W. L. Blanton, R. L. Thompson, James Platt and C. T. Culpepper, and for the Gulf Telephone Company the Commissioners took the testimony of W. A. Hendry, its president and General Manager, and a member of its board of directors. And all parties who so desired were fully heard. And the Commissioners took the said matter under advisement.

And now on this day, the said matter came on for further consideration, and the Commissioners being advised in the premises, do find from the evidence taken that the testimony tended to show that at different times it was called to the attention of W. A. Hendry, the president of the said company, that an increase of rates, etc., without authority from the Railroad Commissioners was a violation of law, but it was not clearly shown that the officers of the company fully realized that they were actually violating the law until after the rates, etc. had been increased; but the testimony tended to show that upon realizing that the law had been violated in the raise of rates, etc., the company took prompt action to comply with the law and immediately filed its petition with the Railroad Commissioners for authority to establish legal rates, etc.; and the Commissioners are of the opinion that the defendant did not consciously violate the law.

It is therefore ordered and adjudged that the said proceedings, insofar as they apply to the imposition of a penalty for violation of Section 5 of Chapter 6525 of the Laws of Florida, be and the same are hereby dismissed.

Witness the hand of the Chairman of the said Railroad Commissioners, affixed in open session of their Board and by order thereof, at Tallahassee, this 23rd day of September, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 497.
FILE NO. 3620.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION OF MENGE
BROTHERS STEAMBOAT LINE FOR A CHANGE
OF RATES.

Pursuant to Notice No. 79, dated May 12th, 1915, the Railroad Commissioners of the State of Florida were in session at their office in the City of Tallahassee for the purpose of considering the petition of Menge Brothers Steamboat Line for a change of rates for transporting freight on its said steamboat line, and then and there appeared the said Menge Brothers Steamboat Line, by J. F. Menge, Manager, and J. J. Woolf, Agent. And after a full hearing of the said matter the Commissioners took the same under advisement.

And now on this day, the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, it is considered, ordered and adjudged that the following schedule of rates be and the same is hereby prescribed for the transportation of freight by Menge Brothers Steamboat Line over its said steamboat line, to-wit:

CLASS RATES BETWEEN TAMPA, FLA., AND UPCOHOL, OLGA, IDALIA, RIALTO, CALOOSA, OWANITA,
ALVA AND BUCKINGHAM, FLA.

IN CENTS: Per Hundred Pounds.											Per Bbl.
1	2	3	4	5	6	A	B	C	D	E	F
73	64	58	50	43	26	35	35	35	27	45	44
											53

CLASS RATES BETWEEN TAMPA, FLA., AND HANSFORD, FT. DENAUD, TURNERS AND LA BELLE, FLA.

IN CENTS: Per hundred Pounds.											Per Bbl.	
1	2	3	4	5	6	A	B	C	D	E	H	F
87	75	68	59	51	43	42	42	41	32	55	55	62

CLASS RATES BETWEEN JACKSONVILLE, FLA., AND UPCOHOL, OLGA, IDALIA, RIALTO, CALOOSA,
OWANITA, ALVA AND BUCKINGHAM, FLA. cc

IN CENTS: Per Hundred Pounds.											Per Bbl.	Per Ton 2000 Lbs.	
1	2	3	4	5	6	A	B	C	D	E	H	F	M
1.20	1.06	93	84	72	66	54	50	51	38	76	89	72	4.05

CLASS RATES BETWEEN JACKSONVILLE, FLA., AND HANSFORD, FT. DENAUD, TURNERS AND
LA BELLE, FLA.

IN CENTS: Per Hundred Pounds.											Per Bbl.	Per Ton 2000 Lbs.	
1	2	3	4	5	6	A	B	C	D	E	H	F	M
1.31	1.17	1.03	93	80	73	61	57	57	43	86	1.00	81	4.83

CLASS RATES BETWEEN FORT MYERS AND UPCOHOL, OLGA, IDALIA, RIALTO, CALOOSA, OWANITA, ALVA AND BUCKINGHAM, FLA.

IN CENTS: Per Hundred Pounds.										Per Bbl.	Per 100 Lbs.	Per ton	2000 Lbs.	Per 100 Lbs.	Per Std. Crt.			
1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	R	G	V	
30	25	22	20	18	15	15	15	14	11	22	25	20	10	1.75	1.72	20	10	10

CLASS RATES BETWEEN FORT MYERS, FLA., AND HANSFORD, FORT DENAUD, TURNERS AND LA BELLE, FLA.

IN CENTS: Per Hundred Pounds.										Per Bbl.	Per 100 Lbs.	Per Ton	2000 Lbs.	Per 100 Lbs.	Per Std. Crt.			
1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	R	G	V	
45	38	33	30	27	23	23	23	21	17	33	38	30	15	2.62	2.33	30	10	10

COMMODITY RATES BETWEEN FORT MYERS, FLA., AND UPCOHOL, OLGA, IDALIA, RIALTO, CALOOSA, OWANITA, ALVA AND BUCKINGHAM, FLA.

Crate Material, in lots of 24,000 pounds or over, 6 cents per hundred pounds.

Lumber and Shingles, C. L. 24,000 pounds, \$24.00; L. C. L. 12c per 100 pounds.

Field Boes, containing citrus fruits. Standard size, per box, 8 cents; small size, per box, 6 cents. (Includes movement of empties.)

Field Boxes, empty, from Ft. Myers to all landings, when not returned filled, per box 5 cents.

Field Boxes, empty, between landings other than Fort Myers, per box, 4 cents.

Field Boxes, empty, returning from groves to packing houses after shipping season, per box, 1 cent.

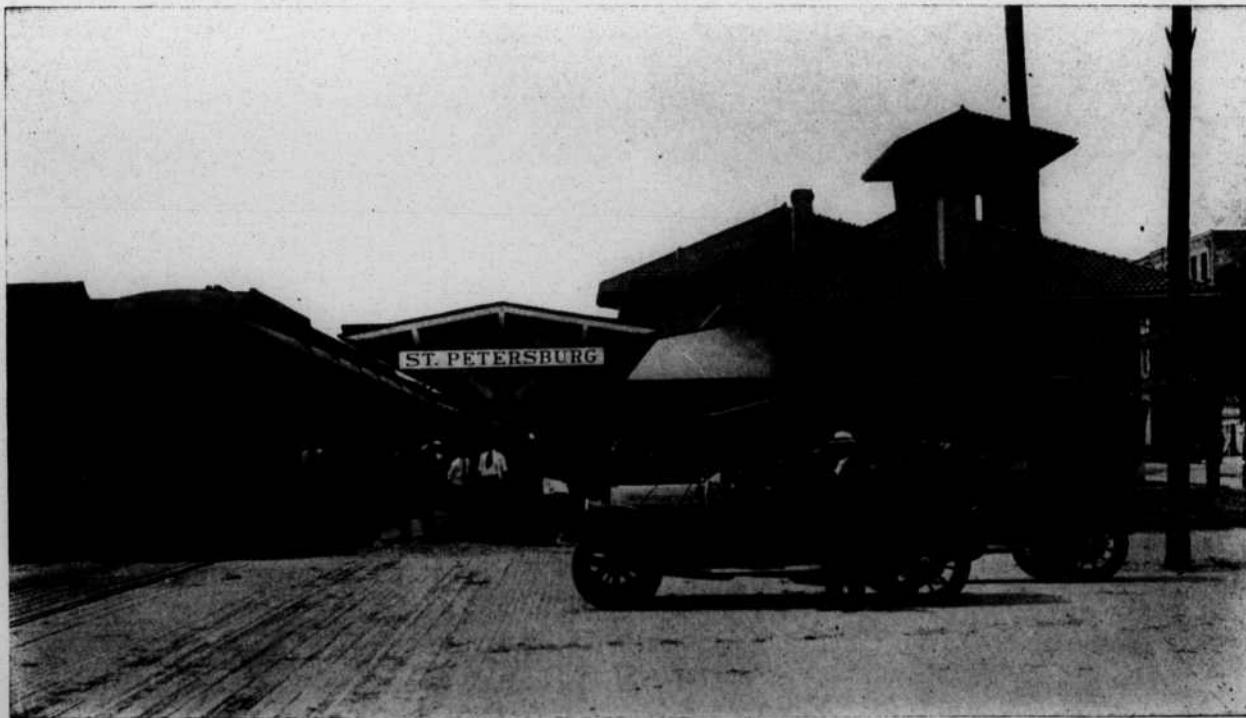
Spirits Turpentine, in barrels, per 100 pounds, 17 cents.

Rosin, in barrels, per 100 pounds, 8 cents.

Horses and Cattle, released, each animal, \$3.00.

Calves, released, each animal, \$1.00.

Hogs and Sheep, released, boxed or crated, each, 75 cents.



Atlantic Coast Line Depot at St. Petersburg, Fla.

Kerosene Oil, in barrels, 50 cents per barrel.
Gasoline, in iron barrels, 50 cents per barrel.
7—Barrels, empty, returned, Kerosene and Gasoline, 25 cents each.
R. Soda Water Carriers, returned, with or without empty bottles, 10 cents each.
B. Pianos, boxed, \$3.00 each.
Brick, C. L. min. wt. 30,000 pounds, \$26.00; L. C. L. packed in barrels or boxes, 10 cents per 100 pounds.
Soda Water Carriers, 25 cents each.

COMMODITY RATES BETWEEN FORT MYERS, FLA., AND HANSFORD, FORT DENAUD, TURNERS
AND LA BELLE, FLA.

Crate Material, C. L. min. wt. 24,000 lbs., 9 cents per 100 lbs.
Lumber and Shingles, C. L. min. wt. 24,000 lbs., \$36.00; L. C. L. 18 cents per 100 pounds.
Field Boxes, containing citrus fruits, standard size, per box, 8 cents; small size, per box, 6 cents. (Includes movement of empties.)
Field Boxes, empty, from Fort Myers to all landings when not returned filled, per box 5 cents.
Field Boxes, empty, between landings other than Fort Myers, per box, 4 cents.
Field Boxes, empty, returned to packing houses after shipping season, per box 1 cent.
Spirits Turpentine, in barrels, per 100 pounds, 17 cents.
Rosin, in barrels, per 100 pounds, 8 cents.
Horses and Cattle, released, each animal, \$5.00.
Calves, released, each animal, \$1.50.
Hogs and Sheep, released, boxed or crated, each, \$1.00.
Kerosene Oil, in barrels, 75 cents per barrel.
Gasoline, in iron barrels, 75 cents per barrel.
Barrels, empty, Kerosene or Gasoline, returned, 25 cents each.
Soda Water Carriers, returned, with or without empty bottles, 15 cent seach.
Pianos, boxed, \$5.00 each.
Brick, C. L. min. wt. 30,000 pounds, \$36.00; L. C. L. packed in barrels or boxes, 16 cents per 100 pounds.
Soda Water Carriers, filled, 25 cents each.

And it is further ordered that the aforesaid rates are issued subject to Classification No. 4 of the Railroad Commissioners, State of Florida, and Rules and Regulations Governing the Transportation of Freight and the Railroads and Common Carriers Doing Business in Florida, and all re-issues thereof and supplements thereto.

And it is further ordered that the said rates shall become effective on November 1st, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 23rd day of September, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 498
FILE NO. 2988.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION, OPERATION
AND MAINTENANCE OF A UNION PASSENGER
DEPOT IN OCALA.

In pursuance of a petition filed by Robert F. Rogers, President of the Marion County Board of Trade, which petition is as follows:

“At an informal meeting of over twenty (20) of the business and representative men of Ocala, assembled at the Board of Trade rooms, Wednesday night, the 29th day of September, 1915, it was agreed to ask your Honorable Body to permit the Railroads interested a postponement of Six (6) months for the beginning of the Union Passenger Station, or depot, at Ocala. This agreement was arrived at after a full and thorough discussion; appreciating fully the depressed condition of every branch of business”

The above matter this day came on for further consideration by us at our office in Tallahassee. There was pres-

ent at said time and place J. N. Brand, General Superintendent of the Atlantic Coast Line Railroad Company, and H. W. Purvis, Superintendent of the Seaboard Air Line Railway. Evidence was introduced showing that both of said railroad companies had suffered loss of business during the last fiscal year, owing to the general financial and business depression throughout the territory traversed by their respective lines and that an extension of time for the commencement and completion of said Union passenger station ought to be allowed.

Now, therefore, in consideration of the premises, we, the Railroad Commissioners of the State of Florida, do hereby order and adjudge that our Order No. 470, heretofore made in the above entitled matter, be and the same is amended and modified in this, to-wit: that the said Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway shall begin the construction and erection of the said joint passenger station or union depot on or before the 1st day of May, 1916, and that the same shall be completed and ready for use within six months thereafter. And in no other respect whatsoever is said Order No 470 altered or amended, but the same shall continue in full force and effect.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session of their Board, at their office in the City of Tallahassee, this 2d day of October, A. D. 1915.

(Signed) R. HUDSON BURR, Chairman.

ORDER No. 499.
FILE No. 3800.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION OF THE LOUISVILLE & NASHVILLE RAILROAD
COMPANY TO CANCEL THE APPLICATION OF CERTAIN COMMODITY RATES
AND TO APPLY IN LIEU THEREOF THE CLASS RATES FIXED
BY THE COMMISSION.

Pursuant to Notice No. 86, this matter came on for hearing before the Railroad Commissioners of the State of Florida at the Court House in Marianna, Florida, on August 10th, 1915, at ten o'clock in the morning. Then and there appeared the Louisville & Nashville Railroad Company by N. W. Proctor, Commerce Attorney; George W. Lamb, Assistant Comptroller; E. A. DeFunia, General Freight Agent, and W. C. Dillard, Division Freight Agent. There also appeared Jas. F. Phillips, Secretary of the Pensacola Chamber of Commerce; G. S. Baxter & Co., by F. K. Marlin; Consolidated Grocery Company, by J. E. Hull; John H. Carter, Attorney, and S. A. Daffin, representing the merchants of Marianna; also Mr. Alford, of Chipley, Florida; Mr. A. Sessions, of Bonifay, Florida; Mr. M. A. Burton, of Marianna, Florida, and others appearing in their own behalf. At the said hearing the applications of the said company to be allowed to cancel commodity rates on the following commodities were withdrawn by the Louisville & Nashville Railroad Company:

Commodity—	From—	To—
Cotton,	.....	.....
Merchandise,	Pensacola, Fla.	Sneads, Fla.
Peanuts,	.....	.....

Rosin Chips, C.L. and L.C.L.,

P. & A. Division and Yellow River Pensacola, Fla.
Branch Stations.

And after a full hearing of all who desired to be heard, the Commissioners took the matter under advisement.

And now on this day, the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida that the application of the Louisville & Nashville Railroad Company for authority to cancel commodity rates on the following items be and the same is hereby ALLOWED:

Commodity—	From—	To—
Barrels, Empty, for Rosin and Turpentine,	Stations, Century to Goulding, inclusive, Exhibit A-16-A.	Pensacola, Fla.
Barrels, Empty, Oil,	P. & A. Division Stations, Harold to Sneads, inclusive, Exhibit A-16-B.	Pensacola, Fla.
Brick, Carload,	Pensacola, Fla.	Pensacola Division Stations, Pine Barren to Goulding, inclusive.
	Chipley and Pensacola, Fla.	River Junction, Fla. Exhibit A-5.
Clay, Fire, C.L.	Pensacola, Fla.	River Junction, Fla. Exhibit A-5.
Building Material,	Milton, Fla.	Pensacola and River Junction, Fla. Exhibit A-16.
Coal and Coke, C.L. and L.C.L.,	Pensacola, Fla.	P. & A. Division Stations, Magnolia Bluff to Chattahoochee River Landing, inclusive.

Commodity—	To—	From—
Coal and Coke, C.L.,	River Junction, Fla. (Between)	P. & A. Division Stations, Magnolia Bluff to Chattahoochee River Landing, inclusive.
Coal and Coke, C.L. and L.C.L.,	Pensacola, Fla.	Svea, Laurel Hill, Campton and Garden City, Fla.
	River Junction, Fla. (Between)	Svea, Laurel Hill, Campton and Garden City, Fla.
Coal and Coke, C.L., Scale of Commodity Rates,	Stations on P. & A. Division (Table C) (Between)	Between Stations on P. & A. Division and Yellow River Branch (Table K). Exhibit A-22.
Cross Ties, Wooden, C.L.,	Pensacola Division, P. & A. Division, and Yellow River Branch Stations, Exhibit A-12.	Pensacola, Fla.
Emigrant Movables, C.L. and L.C.L.	Pensacola, Fla.	P. & A. Division Stations, Magnolia Bluff to Sneads, Fla., inclusive. Exhibit A-21.
Fertilizer, C.L. and L.C.L.,	Pensacola, Fla.	P. & A. Division Stations, Magnolia Bluff to River Junction, Fla.
Fertilizer, C.L.,	Between Crestview and Yellow River Branch Stations, Svea to Auburn, Fla., inclusive.	
Fertilizer, C.L., Mileage Scale and Commodity Rate,	Between Yellow River Branch Stations. Exhibit A-13.	

Fruits and Vegetables, Cherries, Damsons, Grapes, Berries and Apples, C.L. and L.C.L., and Watermelons, L.C.L.	P. & A. Division Stations, Magnolia Bluff to Chattahoochee River Landings, inclusive, and Yellow River Branch Stations, Svea to Auburn, inclusive. Exhibit A-9.	Pensacola, Fla.
Gophers, and quantity,	Magnolia Bluff to River Junction, Fla., inclusive, and Yellow River Branch Stations, Svea to Auburn, inclusive. Exhibit A-18.	Pensacola, Fla.
Grain, Corn, Oats, Chops and Bran, C.L., and Corn and Oats, C.L. in bulk, and Corn, Oats, Bran and Chops, L.C.L., Scale Commodity Rates,	Between Stations on the Yellow River Branch.	
Scale Commodity Rates,	Between Crestview, Fla.	Stations on the Yellow River Branch. Exhibit A-2.
Ice, C.L.,	Pensacola, Fla.	P. & A. Division Stations, Ponce de Leon, Fla., to Sneads, Fla., inclusive. Exhibit A-17.
Iron, Special, L.C.L.,	Pensacola, Fla.	P. & A. Division Stations, Bohemia, Fla., to Sneads, Fla., inclusive. Exhibit A-20.
Live Stock, C.L.,	Between Pensacola, Fla.	Stations on the P. & A. Division.
	Between River Junction, Fla.	Stations on the P. & A. Division.

Commodity—	From—	To—
Scales of Commodity Rates on Live Stock, C.L.	Between Stations on the P. & A. Division (Table C).	Between Stations on the P. & A. Division and Yellow River Branch (Table K).
Scale of Commodity Rates on Live Stock,	Between Yellow River Branch Stations. Exhibit A-7.	
Lumber, and Articles taking Lumber Rates,	Pensacola Division Stations, and from P. & A. Division Stations. Exhibit A-4-C.	Pensacola, Fla.
Lumber, Rough, Hoop Poles, Telegraph and Telephone Poles, C.L.,	P. & A. Division Stations, Magnolia Bluff to River Junction, inclusive, and from Yellow River Branch Stations, Laurel Hill to Auburn, Fla., inclusive. Exhibit A-4-A.	Milton, Fla.
Lumber, Logs (except Walnut, Cherry and Cedar), Staves and Headings, C.L.,	Marianna, when from M. & B. R. R.	Pensacola, Fla.
	Chipley, Fla., when from B. C. & St. A. Ry. Exhibit A-4-B.	Pensacola, Fla.
Oil, Coal,	Pensacola, Fla.	Milton, Fla. Exhibit A-24.
Salt, C.L. and L.C.L., Commodity Scale,	Between Stations on the Yellow River Branch.	Stations on the Yellow River Branch. Exhibit A-3.
	Between Crestview.	

Stanchions, C.L.,	Pensacola, Fla.	Westville, Fla. Exhibit A-23.
Stone, Sand, Gravel, C.L.,	Between Pensacola, Fla.	Stations on the Pensacola Division, Century to Goulding, Fla., inclusive. Exhibit A-15.
Wood, for Fuel, C.L.,	Bluff Springs and McDavid, Fla. Exhibit A-11-B.	Pensacola, Fla.

And it is further ORDERED that the application of the said Louisville & Nashville Railroad Company for authority to cancel commodity rates on the following commodities be and the same is hereby denied:

Commodity—	From—	To—
Cottonseed, C.L.	Stations on the P. & A. Division, Magnolia Bluff to Sneads, Fla., inclusive, and from Stations on the Yellow River Branch, Svea to Auburn, inclusive. Exhibit A-10.	Pensacola, Fla., and River Junction, Fla.
Molasses, any Quantity,	Stations on the P. & A. Division, Magnolia Bluff to River Junction, Fla., inclusive, and from Yellow River Branch Stations, Svea to Auburn, Fla., inclusive. Exhibit A-14.	Pensacola, Fla.
Naval Stores, C.L. and L.C.L.,	P. & A. Division Stations, Magnolia Bluff to River Junction, Fla., inclusive, and from Yellow River Branch Stations, Svea to Auburn, Fla., inclusive.	Pensacola, Fla.

Commodity—	From—	To—
Rosin Chips, C.L. and L.C.L.,	P. & A. Division Stations, Pensacola to River Junction, Fla., inclusive.	Gull Point, Fla.
Turpentine,	P. & A. Division Stations, Pensacola to Chattahoochee River Landing, inclusive.	River Junction, Fla.
Rosin Chips, C.L. and L.C.L.,	Yellow River Branch Stations, Svea to Auburn, Fla., inclusive. Exhibit A-1.	Gull Point, Fla.
Naval Stores, Pine Tar, L.C.L.,	Gull Point, Fla.	River Junction, Fla.
Rosin Dross, C.L. and L.C.L.,	River Junction, Fla.	Gull Point, Fla.
Scale of Commodity Rates on Rosin and Turpentine, C.L. and L.C.L.,	Between Yellow River Branch Stations.	
Scale of Commodity Rates on Rosin and Turpentine,	Between Crestview, Fla.	Stations on the Yellow River Branch. Exhibit A-1.
Soda Water Cases, Empty, Returned,	Stations on the P. & A. Division, Pensacola to River Junction, Fla. Exhibit A-8.	Cottondale, Marianna, Chipley, River Junction and Pensacola, Fla.
Merchandise, Commodity Rates,	Pensacola, Fla.	River Junction, Fla. Exhibit A-25.

And it is further ORDERED that this Order shall take effect on December 1st, 1915.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this 30th day of October, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 500.
FILE NO. 3815.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
GEORGIA, FLORIDA & ALABAMA RAILWAY
COMPANY FOR PERMISSION TO DISCONTINUE
COMMODITY RATES ON LOGS.

Pursuant to Notice No. 94, dated October 29, 1915, this matter came on for consideration before the Railroad Commissioners of the State of Florida, at their office in Tallahassee, on Wednesday, December 1, 1915, and then and there appeared the Georgia, Florida & Alabama Railway Company, by C. L. Senter, Chief Clerk. And after a full hearing the Commissioners took the matter under advisement.

Now on this day the said matter came on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, it is considered, ordered and adjudged that the Georgia, Florida & Alabama Railway Company be and it is hereby allowed to discontinue the commodity rates on logs when for manufacture at points on the Georgia, Florida & Alabama Railway and reshipped via the Georgia, Florida & Alabama Railway, carload minimum weight 40,000 pounds, the said commodity rates appearing on Page 11, Item 16, of the said company's Local Freight Tariff G. F. O. No. 326, effective February 28, 1913, and to charge, on and after January 1, 1916, Class P rates on logs, as follows:

5 miles and under	\$4.00
10 miles and over 5 miles.....	5.00
15 miles and over 10 miles.....	6.80
20 miles and over 15 miles.....	6.80
25 miles and over 20 miles.....	7.60
30 miles and over 25 miles.....	7.60
35 miles and over 30 miles.....	8.40
40 miles and over 35 miles.....	8.40
45 miles and over 40 miles.....	9.20
50 miles and over 45 miles.....	9.20

Done and ordered by the Railroad Commissioners of

the State of Florida, in session at their office in the City of Tallahassee, this 7th day of December, A. D. 1915.

R. HUDSON BURR,
Chairman.

ORDER NO. 501.
FILE No. T-126.

**BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.**

IN THE MATTER OF THE PETITION OF THE ORLANDO TELEPHONE COMPANY FOR PERMISSION TO RE-ADJUST ITS RATES, AND CHARGES FOR LOCAL EXCHANGE SERVICE AT ORLANDO.

In pursuance of Notice No. 95, dated the 29th day of October, 1915, this matter came on for consideration on the 26th day of November, 1915, at ten o'clock in the morning, the hearing thereof having been postponed from November 17th to November 26th, the same being had in the Board of Trade Rooms in Orlando. There appeared the Orlando Telephone Company by J. H. Dean, its president, and also numerous citizens of the City of Orlando, and the Railroad Commissioners took testimony as to the value of the plant of said telephone company, also as to the gross receipts, operating expenses and net income, and what would be reasonable and just rates, charges, tolls or rentals to be demanded, exacted, charged and collected by the said telephone company, and as to every other pertinent question touching the matters under investigation, and all parties who desired were fully heard. Thereupon the Commissioners took the said matter under advisement.

And now on this day the said matter came on for further consideration, and the Commissioners being fully advised in the premises, do find from the evidence taken in the manner aforesaid that the rates sought to be charged as set forth in the petition of the Orlando Telephone Company are reasonable and just and would yield a reasonable

compensation for the service to be rendered and the property employed in said service.

It is therefore considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that from and after the 1st day of January, 1916, the following rates are prescribed as reasonable and just charges, tolls or rentals to be observed and in force at Orlando, Florida, to-wit:

Business Phones—\$3.50 per month.

Residence Phones—\$2.00 per month.

Party Lines—50c per month less for each phone than the rates above prescribed.

The foregoing rates are prescribed and allowed upon condition that common battery service will be used.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 7th day of December, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 502.
FILE NO. 3530.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PETITION FOR CHANGE OF
SCHEDULE OF ATLANTIC COAST LINE RAIL-
ROAD COMPANY'S TRAIN NO. 10 AND SEA-
BOARD AIR LINE RAILWAY'S TRAINS NO. 14
AND NO. 114.

This matter came on for hearing before the Railroad Commissioners of the State of Florida in the Court House at Gainesville, Fla., on November 2d, 1915, pursuant to Notice No. 93, dated October 1st, 1915, and there appeared the following: J. D. Rooney, Secretary Marion County Board of Trade; Jasper Willis; J. A. Williams, Attorney for Petitioners; M. Tucker, Route Agent of Southern Express Company; S. Phillips, B. B. Lowman, W. E. McArthur, D. W. McArthur, W. M. Pepper; T. W. Parsons, representing Seaboard Air Line Railway; L. P. Stack; M. Merrell; J. E. Hughes, representing W. R. Hodges; T. R.

Hodges, Shell Fish Commissioner of Florida; W. B. Taylor, representing Gainesville Board of Trade; J. N. Brand, representing Atlantic Coast Line Railroad Company; and F. M. Walker. After taking testimony of witnesses, and hearing all who desired to be heard, the Commissioners took the matter under advisement.

And now on this day, the said matter came on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, do find from the evidence adduced at the said hearing that the change of schedules as mentioned in said Notice No. 93 should not be made.

Wherefore, it is considered, ordered and adjudged by the said Railroad Commissioners that the said matter be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 22nd day of December, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 503.
FILE NO. 3740.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT AND STATION FACILI-
TIES AT ST. CLOUD.

Pursuant to Notice No. 96, dated November 6, 1915, this matter came on for hearing before the Railroad Commissioners on November 22, 1915, and the Atlantic Coast Line Railroad Company appeared by J. N. Brand, Assistant General Manager, J. C. Murchison, General Superintendent, G. W. Hansell, Superintendent, and W. E. Kay, Assistant General Counsel; and said company also filed a sworn answer, which said answer admitted that the said company had not complied with Order No. 481, made by the Railroad Commissioners, and directing the said Railroad Company to erect and provide certain station and depot facilities at St. Cloud, and the Commissioners,

after hearing all who desired to be heard, took the said matter under advisement.

And now on this day, the said matter coming on for further and final consideration, the Railroad Commissioners being advised in the premises, do find that the Atlantic Coast Line Railroad Company has entirely failed and refused to comply with said Order No. 481 without any legal excuse, and that the time within which said order should have been complied with and fully executed by the Atlantic Coast Line Railroad Company had expired prior to November 22nd, 1915.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the Atlantic Coast Line Railroad Company has violated said Order No. 481, and has thereby incurred a penalty for such violation, which is hereby fixed and imposed in the sum of Five Hundred (\$500.00) Dollars, which sum the said company is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session, at their office in Tallahassee, this 22nd day of December, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 504.
FILE NO. 3738.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF TEMPORARY SUSPENSION OF
CLASS P. RATES.

Pursuant to Notice No. 100, dated December 11, 1915, and addressed to the following railroad companies and common carriers doing business wholly or in part within the State of Florida:

Apalachicola Northern Railroad Company,
Atlanta & St. Andrews Bay Railway Company,
Birmingham, Columbus & St. Andrews Railroad
Company,

Florida, Alabama & Gulf Railroad Company,
Gulf, Florida & Alabama Railway Company,
Live Oak, Perry & Gulf Railroad Company,
Madison Southern Railway Company,
Marianna & Blountstown Railroad Company,
Lake Hancock & Clermont Railroad,
Ocala & Southwestern Railroad Company.
Ocklawaha Valley Railroad Company,
Pensacola, Mobile & New Orleans Railway Company,
South Georgia Railway Company,
Tampa & Jacksonville Railway Company,
Tavares & Gulf Railroad Company,
Georgia & Florida Railway Company,
East & West Coast Railway,

this matter came on for consideration before the Railroad Commissioners of the State of Florida, at Tallahassee, on the morning of December 21st, 1915, and then and there appeared the Ocklawaha Valley Railroad Company by S. P. Hollinrake, General Freight Agent; Apalachicola Northern Railroad Company by T. M. True, General Freight Agent; Gulf, Florida & Alabama Railway by G. C. Willings, General Traffic Manager; South Georgia Railway by C. H. Myers, General Freight Agent; Live Oak, Perry & Gulf Railroad Company by R. P. Hopkins, Traffic Manager; and Y. L. Watson, attorney, representing Graves Bros. Co., Hosford, Florida. And after a full hearing of all who desired to be heard, the Commissioners took the matter under advisement.

And now on this day, the said matter coming on for further consideration, the Railroad Commissioners, being advised in the premises, do find that business conditions of the several carriers named in the aforesaid Notice No. 100, and conditions of traffic generally, warrant the further suspension of the Class P. Rates fixed and prescribed by Order No. 431, dated February 16, 1914, as to such carriers, and that higher Class P. rates than are prescribed by said Order No. 431 should be temporarily allowed said carriers.

It is therefore ordered and adjudged that, as to the railroad companies and common carriers named in said Notice No. 100, the Class P rates fixed by Order No. 431 aforesaid are further suspended to and including December 31st, 1916, and the said railroad companies and common carriers named in said Notice No. 100, are authorized



Atlanta & St. Andrews Bay Railway Depot at St. Andrews, Fla.



and allowed to continue in force during said period the Class P rates which were in force and effect on said railroads and common carriers on the date that said Order No. 431 became effective.

It is further ordered that after the 31st day of December, 1916, this Order shall cease to be operative and the rates prescribed by Order No. 431 shall, on the 1st day of January, 1917, without further order, become of full force and effect upon the lines of the railroad companies and common carriers herein involved.

Done and ordered by the Railroad commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 22nd day of December, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO 505.
FILE NO. T-132.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FILING RATES, SCHEDULES,
COPIES OF CONTRACTS, ETC., BY C. M. H.
EYCLESIMER, DOING BUSINESS AS LAKE
REGION TELEPHONE COMPANY.

Pursuant to Notice No. 97, dated December 7th, 1915, this matter came on for consideration before the Railroad Commissioners of the State of Florida on December 21st, 1915, and the defendant, C. M. H. Eycleshimer, not appearing in person but having filed with the Commissioners an acknowledgement of said Notice No. 97, and having filed copies of rates, schedules, contracts, etc., as required by law, the Commissioners thereupon took the matter under advisement.

And now on this day, the said matter coming on for further and final consideration, the Railroad Commissioners, being advised in the premises, do find that the said C. M. H. Eycleshimer, doing business as Lake Region Telephone Company, had failed and refused to file copies of rates, schedules, contracts, etc., as required by law and when called upon by the Commissioners to do so, but that

such refusal was without intent to violate the law, and was based on a misconception of the law on the part of the said C. M. H. Eycleshimer, and that on being advised as to the law in the premises the said C. M. H. Eycleshimer did promptly comply therewith.

It is therefore considered, ordered and adjudged that the said matter be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 4th day of January, A. D. 1916.

R. HUDSON BURR, Chairman.

ORDER NO. 506.
FILE NO. 3622.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ADOPTION OF A MODIFIED FORM OF THE INTERSTATE COMMERCE COMMISSION'S EXPRESS RATE SCHEME OR PLAN FOR STATING RATES.

Pursuant to Notice No. 102, dated the 22d day of December, 1915, this matter came on for consideration on the 26th day of January, 1916, at ten o'clock in the morning, at the office of the Railroad Commissioners of the State of Florida in Tallahassee, and then and there appeared for the Southern Express Company J. B. Hockaday, General Manager; C. C. Wolfe, Superintendent; W. K. Haile, Superintendent; W. W. Owen, Traffic Manager; C. G. McCormick, Route Agent. There also appeared J. F. Phillips, Secretary Pensacola Chamber of Commerce; F. E. Welles, Pensacola; W. H. Adams, representing Florida Fish Company, and West Coast Fish Company, of Jacksonville; J. F. Taylor, representing Warren Fish Company, of Pensacola, and C. S. Hoskins, Traffic Manager of Tampa Board of Trade; and the said Railroad Commissioners, having taken evidence thereon, the said matters were taken under advisement.

And now on this day the said matters came on for further consideration, and the Railroad Commissioners

being fully advised in the premises, and being satisfied that greater uniformity of express rates is needed, and nearly all of the States having adopted a modified form of the Interstate Commerce Commission's uniform scheme or plan for stating express rates, do hereby adopt for all express companies and common carriers doing an express business between points within the State of Florida "Official Express Classification No. 24," otherwise designated as "I. C. C. No. A-1639," and "Local and Joint Schedule of First and Second-Class Express Rates No. 2," otherwise designated as "I. C. C. No. A-1632," including forms and rules and regulations therein contained, with the exceptions hereinafter provided.

It is therefore ordered and adjudged that the foregoing Classification and Rate Schedule be and the same are hereby prescribed and adopted, with the exceptions hereinafter provided, for use in the State of Florida as aforesaid, and that all express companies and common carriers doing an express business in the State of Florida are hereby directed and required to use the same with reference to all intra-state business to be done by them.

It is further ordered and adjudged that the following commodities shall take 65 per cent of the first-class rate:

Fruit, N. O. S.	Kale.
Vegetables, N. O. S.	Lettuce.
Asparagus.	Okra.
Beans.	Parsley.
Berries.	Peaches.
Bread.	Peas.
Butter.	Peppers.
Cake.	Plums.
Cauliflower.	Spinach.
Cheese.	Tomatoes.
Guavas.	Turnip Greens.

It is further ordered and adjudged that the following commodities shall take 60 per cent of the first-class rate:

Apples.	Mineral Water.
Beets.	Onions.
Cabbage.	Oranges, N. O. S.
Cantaloupes.	Oysters, Shucked.
Carrots.	Oysters, Shell.

Celery.	Parsnips.
Clams.	Pears.
Corn (Green, on cob).	Pineapples, N. O. S.
Cucumbers.	Pop.
Egg Plant.	Potatoes.
Grapefruit, N. O. S.	Radishes.
Kumquats, N. O. S.	Sapodillas.
Lemons, N. O. S.	Soda Water and similar aerated or carbonated beverages.
Limes, N. O. S.	Squash.
Mangoes.	Tangerines, N. O. S.
Melons, N. O. S. (Must be in barrels, boxes or crates.)	Turnips.

It is further ordered and adjudged that the following commodities shall take 50 per cent of the first-class rate:

Fish, Fresh, net weight plus 25% for ice.	Fish, N. O. S.
	Shrimp.

It is further ordered and adjudged that the following rates shall apply on citrus fruits and pineapples when in standard boxes as defined:

Where Scale Number Applicable is	The Charge per Standard Box shall be	Where Scale Number Applicable is	The Charge per Standard Box shall be	Where Scale Number Applicable is	The Charge per Standard Box shall be
0	25	18	45	36	70
1	25	19	50	37	70
2	25	20	50	38	70
3	30	21	50	39	70
4	30	22	55	40	70
5	30	23	55	41	70
6	30	24	55	42	70
7	30	25	55	43	70
8	35	26	60	44	75
9	35	27	60	45	75
10	35	28	60	46	75
11	35	29	65	47	75
12	40	30	65	48	75
13	40	31	65	49	75
14	40	32	65	50	75
15	45	33	65	51	75
16	45	34	65	52	80
17	45	35	70	53	80

It is further ordered and adjudged that the following rates shall apply on ice:

(Charges to be computed at Pound Rates, minimum charge 25 cents per single shipment.)

When distance is—	Rate in cents per 100 pounds is
1 mile to 50 miles.....	20
Over 50 miles to 100 miles.....	25
Over 100 miles to 150 miles.....	30
Over 150 miles to 200 miles.....	35
Over 200 miles to 250 miles.....	40
Over 250 miles.....	45

It is further ordered and adjudged that the scale of rates hereby fixed are maximum rates and shall not be exceeded by any express company or common carrier doing an express business.

It is further ordered and adjudged that when the commodities hereinafter named are shipped in the containers specified, the estimated billing weight and not the actual weight shall apply.

COMMODITY	Size of Carrier in inches, unless otherwise specified	Waybilling Weight in Pounds per Carrier
Apples	Box, 10½x11½x19 inches.....	50
	{ 12-Bunch Crate, 19¾ inches long by 10¾ inches deep, 11 inches wide at bottom, 10 inches wide at top	30
Asparagus	{ 18-Bunch Crate, 24 inches long, 13 inches deep, 15 inches wide at bottom, 14 inches wide at top... 24-Bunch Crate, 25 inches long, 13 inches deep, 18 inches wide at bottom, 14 inches wide at top...	50
Beans	In Baskets, Boxes or Crates, one bushel capacity.....	60
Beets	{ Crate, 12x18x24 inches..... Crate, 12x20x36 inches.....	30
Berries	{ 32-Quart Refrigerator..... 64-Quart Refrigerator..... 80-Quart Refrigerator.....	60
Cabbage	Crate, 12x20x36 inches.....	120
Cantaloupes ...	Crate, 12x12x24 inches.....	115
		200
		250
		120
		50

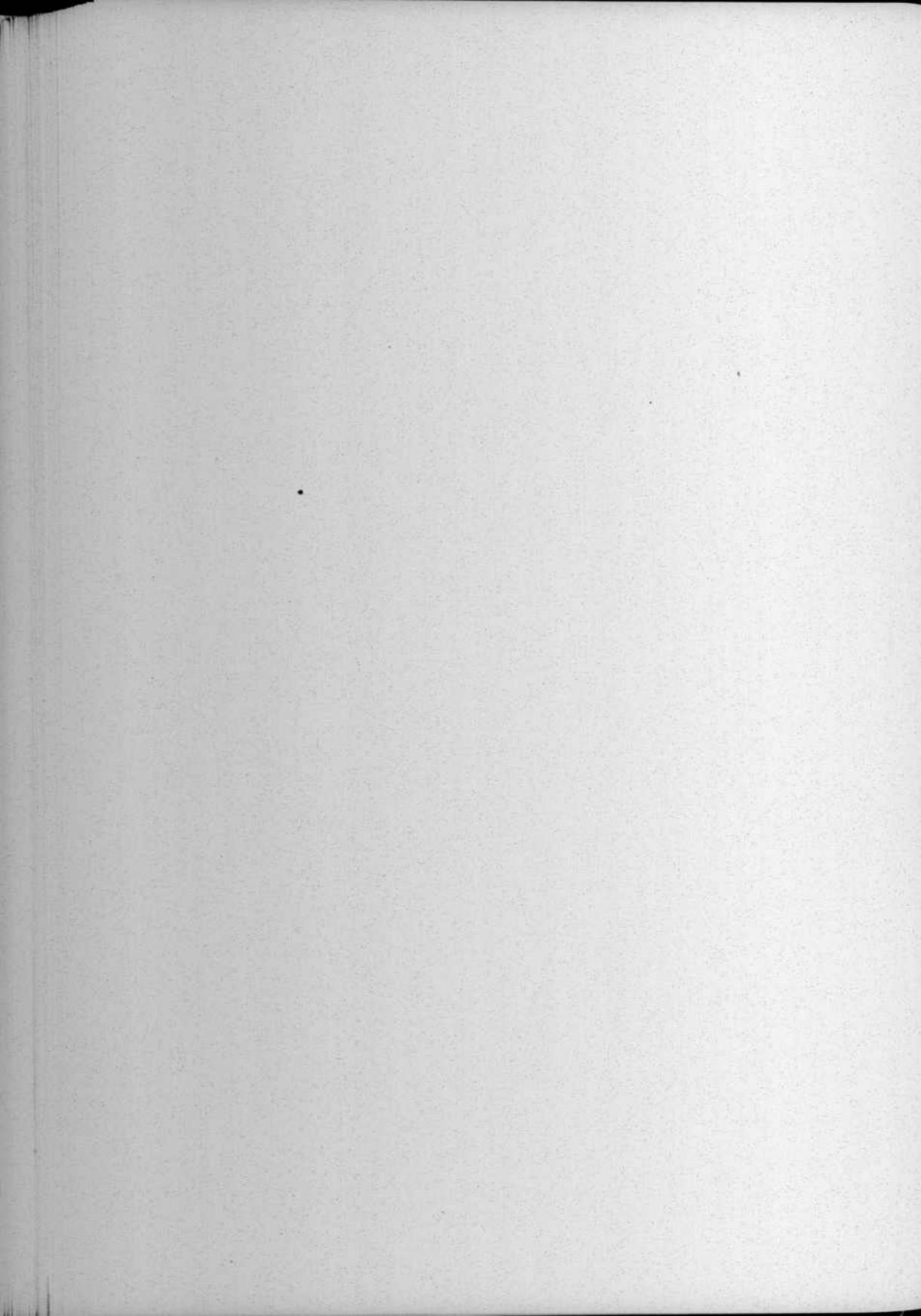
COMMODITY	Size of Carrier in inches, unless otherwise specified	Waybill Weight in Pounds per Carrier
Carrots	Crate, 12x18x24 inches.....	55
	Crate, 12x20x36 inches.....	120
Cauliflower	Basket, 30 inches high, 16 inches wide at top, 9 inches wide at bottom.....	40
Celery	Crate, 12x20x36 inches.....	120
Corn, green, on cob	Crate, 12x18x24 inches.....	60
Cucumbers	Crate, 12x20x36 inches.....	50
Egg Plant.....	Crate, 10x11 $\frac{1}{4}$ x24 inches.....	120
Grapefruit	Crate, 12x14x24 inches.....	50
Kumquats	Standard Box, 12x12x27 inches.....	50
Lemons	Standard Box, 12x12x27 inches.....	80
Lettuce.....	Baskets, 30 inches high, 16 inches wide at top, 9 inches wide at bottom.....	80
Limes	In Baskets, Boxes or Crates, one bushel capacity.....	30
Okra	Standard Box, 12x12x27 inches.....	80
Onions	Crate, 10 $\frac{1}{2}$ x12x24 inches.....	35
Oranges	In Baskets, Boxes or Crates, one bushel capacity.....	45
Parsley	Standard Box, 12x12x27 inches.....	80
Peaches	In Baskets, Boxes or Crates, one bushel capacity.....	30
Peas	Crate, 10 $\frac{1}{2}$ x12x24 inches.....	40
Peppers	In Baskets, Boxes or Crates, one bushel capacity.....	30
Pineapples	Crate, 12x14x22 inches.....	80
Pop	Standard Box, 11x11 $\frac{1}{2}$ x36 inches.....	40
Potatoes	Per Case 6 Dozen Short Pints.....	125
Radishes	In Standard Flour Barrels.....	185
Soda Water and similar aerated or carbonated beverages	In Baskets, Boxes or Crates, one bushel capacity.....	40
	Per Case 6 Dozen Short Pints.....	125
Spinach	In Baskets, Boxes or Crates, one bushel capacity.....	30
Squash	Crate, 12x14x24 inches.....	60
Tangerines	Crate, 12x20x36 inches.....	150
Tomatoes	Standard Box, 12x12x27 inches.....	80
Turnip Greens..	Crate, 10x11 $\frac{1}{4}$ x24 inches.....	40
	In Baskets, Boxes or Crates, one bushel capacity.....	30

It is further ordered and adjudged that Express Classification and Rate Sheet No. 1, of the Railroad Commission of the State of Florida, effective June 15, 1910, and all supplements thereto are hereby revoked and annulled, as of the date the Classification and Rates hereby adopted become effective.

It is further ordered and adjudged that the aforesaid Classification and Rates shall become effective the 1st day of March, 1916.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 19th day of February, A. D. 1916.

R. HUDSON BURR,
Chairman.



RULES AND REGULATIONS

**For the Government of the Transportation of
Persons and Property by Common Carriers
in Florida, as Revised to
Date.**

**RAILROAD COMMISSION,
STATE OF FLORIDA,**

TALLAHASSEE, FLA., MARCH 1, 1915.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting herewith being hereby repealed.

R. HUDSON BURR, *Chairman.*

NEWTON A. BLITCH.

ROYAL C. DUNN.

Commissioners.

J. WILL YON, Secretary.

SECTION 1—GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the constructions of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, draw-backs

or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of the said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route; and any route lying wholly within this State by which the initial movement of such shipment can be made over the rails of such receiving carrier, and by which such shipment will be delivered promptly and safely, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over which the lowest charges for transportation apply. This rule shall

not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely delivered, and provided further, that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State over which the lowest charges for the transportation apply.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage, or wharfage charges without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute, as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or freight train, that may occur on its line in this State, giving as nearly as possible the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employees, or others.

All other accidents, wrecks, derailments and explosions which occur on the line of any common carrier shall be reported by such carrier within five days after the occurrence, and such report shall contain a full written statement, giving the full details of the cause of the wreck, the extent of damage to equipment and track, and the number of persons killed or wounded.

This Rule shall not apply to simple derailments of freight cars, or yard engines, when switching or shifting in yards, except when some person is killed or injured in which case a report shall be made as in other cases.

CARRIERS SHALL POST NOTICES OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

CARRIERS MUST REPORT FREE PASSES.

14. Every common carrier shall report on or before the 15th day of each calendar month a certified list showing for the calendar month last preceding all passes, tickets, or mileage books issued free, or for other than actual bona-fide money consideration at full established rates, together with the names of the recipients thereof, the reasons for issuing the same, the points of origin and destination, and the amounts received therefor, or the consideration thereof.

CARRIERS SHALL MAKE REFUND OF OVER-CHARGES.

15. Every charge for transportation made by any common carrier in excess of the rates or fares prescribed by the Railroad Commissioners for such services, including overcharges due to misrouting by the carrier, will be deemed and treated as a violation or disregard of such prescribed rates, or of the schedule, ruling or regulation fixing such rates or fares, unless within three months after the collection by the carrier of such excessive charge, the carrier shall refund the excessive amount so collected, whether a claim be made for such amount or not. Demanding excessive charges and refusing to deliver freight until the same shall be paid will be likewise construed. This Rule shall not apply to those cases where, for any reason, an examination of the records of the carrier fails to reveal the fact that the excessive charge has been made.

SECTION 2 — RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in 2 1-2 or over may be counted as 5, and sums less than 2 1-2 as 0. For example, for 42 1-2 cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets, or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of

shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accomodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

- (1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.
- (2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.
- (3) To keep the waiting rooms in a clean and sanitary condition.
- (4) To keep a sufficient supply of good drinking water for the traveling public.

RAILROADS SHALL OPERATE SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

- (1) To heat them whenever necessary for the comfort of the passengers.
- (2) To light them sufficiently after dark.
- (3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise, and said cups may be furnished free, or, at the option of the carrier, a charge of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.
- (4) To keep them in a clean and sanitary condition.
- (5) To see that no passenger is permitted to monopo-

lize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application, for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop

SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

CONNECTING RAILROADS UNDER SAME MAN- AGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted: provided that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, droughts, storms or other exigencies.

NO COMMON CARRIER SHALL REFUSE TO ACT AS SUCH.

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. This term common carrier is used in this rule in the sense defined in the statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes, and in separate packages, the charge shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided, the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes,

the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

7. Rescinded.

SHIPPIERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.

CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
 2,000 pounds and under 3,000, \$3.00 for extra handling.
 3,000 pounds and under 4,000, \$5.00 for extra handling.
 4,000 pounds and under 5,000, \$7.00 for extra handling.
 5,000 pounds and under 6,000, \$8.00 for extra handling.
 6,000 pounds and under 7,000, \$10.00 for extra handling.
 Over 7,000 pounds, subject to special contract.

CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which

are in the same class, are shipped at one time by one consignor to one consignee and one destination, in car-loads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for, if in excess of such carload minimum. When, however, articles shipped as above are in classes N, O or P the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scraps, guano, super-phosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stiffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at **GROSS WEIGHT**, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified

to be accepted at an estimated weight such estimated weight will apply. When the actual weight of the articles named below *cannot be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article.	Weight.
Cement, Portland, per barrel.....	400 pounds
Cement, except Portland, per barrel.....	300 pounds
Clay, per cubic yard.....	3,000 pounds
Coal, per bushel.....	80 pounds
Coke, per bushel	40 pounds
Gravel, per cubic yard.....	3,200 pounds
Laths, green, per 1,000.....	700 pounds
Laths, seasoned, per 1,000.....	550 pounds
Lime, Rockland, per barrel.....	230 pounds
Lime, other than Rockland, per barrel.....	210 pounds
Lime, per bushel	80 pounds
Lumber, ash or black walnut, green, per 1,000 feet	4,500 pounds
Lumber, ash or black walnut, seasoned, per 1,000 feet	4,000 pounds
Lumber, elm, hickory, or oak, green, per 1,000 feet	6,000 pounds
Lumber, elm, hickory or oak, seasoned, per 1,000 feet	4,500 pounds
Lumber, white pine or poplar, green, per 1,000 feet	4,000 pounds
Lumber, white pine or poplar, seasoned, per 1,000 feet	3,000 pounds

Lumber—Yellow Pine, rough:

Boards under 2 in., green, per 1,000 feet...	5,500 pounds
Boards under 2 in., seasoned, per 1,000 feet	4,250 pounds
Framing, 2x4 to 4x8, green, per 1,000 feet..	5,000 pounds
Framing, 2x4 to 4x8, seasoned, per 1,000 feet	4,000 pounds
Timbers, 6x6 and up, green, per 1,000 feet..	4,500 pounds

Lumber, Dressed, per 1,000 feet—Cypress, Gum, Poplar and Yellow Pine, viz.:

Bevel Siding, from 1 in. stock, seasoned...	1,100 pounds
Bevel Siding, from 5 1/4 in. stock, seasoned..	1,500 pounds
Ceiling, 5-16 in. net, 3 1/4 in. face, seasoned..	1,100 pounds

Ceiling, 7-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned..	1,400 pounds
Ceiling, 9-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned..	1,600 pounds
Ceiling, 11-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned..	2,000 pounds
Ceiling or partition, 5-8 in. net, seasoned..	1,700 pounds
Ceiling or Partition, $\frac{3}{4}$ in. net, seasoned....	2,100 pounds
Drop Siding, seasoned.....	2,250 pounds
Finish, 1x4 in. and up, dressed four sides, seasoned	2,850 pounds
Flooring, 13-16 in. and 2 $\frac{1}{2}$ and 3 $\frac{1}{4}$ face, sea- soned	2,250 pounds
Flooring, 13-16 in. and 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ and 5 $\frac{1}{4}$ face, seasoned	2,400 pounds
N. O. S., seasoned.....	3,000 pounds
N. O. S., green.....	4,000. pounds
Lumber, N. O. S., green, per 1,000 feet.....	6,000 pounds
Lumber, N. O. S., seasoned, per 1,000 feet..	4,000 pounds
Sand, per cubic yard.....	3,000 pounds
Shingles, green, per 1,000.....	550 pounds
Shingles, seasoned, per 1,000.....	450 pounds
Staves, heading or hoop-poles, green, car loaded to depth of 43 inches, per car....	30,000 pounds
Staves, heading or hoop-poles, seasoned, car loaded to depth of 50 inches, per car.	30,000 pounds
Stone, not dressed, per cubic foot.....	160 pounds
Tan Bark, green, per cord.....	2,600 pounds
Tan Bark, seasoned, per cord.....	2,000 pounds
Telegraph Poles, Fence Posts, or Rails, per cord	3,500 pounds
Turpentine, in barrels, per barrel.....	432 pounds
Wood, green, per cord.....	3,500 pounds
Wood, seasoned, per cord.....	3,000 pounds

ARTICLES TOO LONG OR TOO BULKY TO BE
LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate

**CHARGES FOR SWITCHING OR TRANSFERRING
CARS WHEN PASSING OVER TWO OR MORE
ROADS.**

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this Rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads said maximum charge of two dollars shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching, or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the City of Jacksonville,

from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHT OF SHIPPER TO ROUTE FREIGHT.

17. The right of the shipper to direct by what route or routes his shipments shall be transported within the State of Florida shall be observed by all common carriers under the jurisdiction of the Railroad Commissioners of Florida. When shipments are routed by the shippers, the rates applying by the routing specified may be used by the carrier.

LOWEST RATE TO BE CHARGED.

18. Whenever there is any conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

JOINT RATES.

19. On intra-state shipments of freight passing over two or more lines, and not governed by Rule 1, no railroad which is a party to the haul shall charge or receive for its services in connection with such shipment more than its maximum rate for the distance hauled by it, less

ten per cent, when the entire haul is over two lines, nor more than its maximum rate less twenty per cent, when the entire haul is over three or more lines, nor in any instance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected, or received by any such roads as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them.

SETTLEMENT OF CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the Company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Com-

missioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and

on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, or suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity, the excess may be charged for at double the lumber rate; but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and

shall make the usual deliveries of freight to consignee (Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907, of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall re-load said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred as well as of the car from which the transfer was made.

Such re-loading must not take place except under circumstances which would legally justify it.

SECTION 4—RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVE STOCK.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below.....	2,000 pounds
Two horses, mules or horned animals, ex- cept as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned ani- mal, except as specified below, in the same car and from the same shipper to the same consignee.....	1,000 pounds
Stallions, jacks and bulls, each.....	3,000 pounds
Each cow and calf together, not crated.....	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated, each	1,000 pounds
Colts, under one year old, except stallions, not crated	1,000 pounds
Calves, under one year old, not crated.....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep crated, each, actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds

Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as Sheep.	
Kids, same as Lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each.
Horses and mules, not over.....	\$ 75.00
Horned cattle, not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of 100 per cent or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care

for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

DEMURRAGE RULES.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

RULE I.

FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

RULE II.

NOTICE TO CONSIGNEE.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed, if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

RULE III.

LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification, not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted there shall be twenty-four (24) hours' additional free time to be added to the seventy-two (72) hours to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE IV.

PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided further, that when any consignee shall receive four or more cars during any one

day taking track delivery, the said car in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours. Any fraction of a day shall be considered a day.

RULE V.

GOODS CONSIGNIED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE VI.

REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for the demurrage upon the car or cars in which they are stored to the same extent, and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would have otherwise accrued.

RULE VII.

CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.

RULE VIII.

CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per

car per day for each day or fraction of a day that said car or cars are thus detained or held.

RULE IX.

CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

RULE X.

RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

RULE XI.

PER DIEM CHARGE ALLOWED CONSIGNEES.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 A. M., the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed.

RULE XII.

STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such

time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE XIII.

DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule whenever justice shall demand this course.

RULE XIV.

STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after

delivery from trains, or after delivery at stations for transportation, will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

RULE XV.

STORAGE CHARGES ON BAGGAGE FOR SEABOARD AIR LINE RAILWAY.

For all articles of baggage, consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage remains on hand from eight to thirty days, the charge will be one dollar.

If the second month is entered upon, charges should be made as in first month, except that ten cents instead of twenty-five cents should be charged for the first day of the second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

RULE XVI.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however. That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction, such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, That this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's "Rules governing the Transportation of Freight."

RULE XVIII.

DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from

7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE XIX.

SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations with-

in a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

SCHEDULE OF PASSENGER RATES.

Operated by Railroads in Florida.

Railroads Charging 3 Cents per Mile:

Charlotte Harbor & Northern Railway.
Florida Railway.
Georgia, Florida & Alabama Railway.
Georgia Southern and Florida Railway.
Pensacola, Mobile & New Orleans Railway Co.
Georgia and Florida Railway.
Live Oak, Perry & Gulf Railroad.
Louisville & Nashville Railroad.

Railroads Charging 4 Cents Straight Fare, with 3-Cent Round Trip Tickets Good for Five Days Exclusive of Day of Sale:

Apalachicola Northern Railroad.
Atlanta and St. Andrews Bay Railway.
Birmingham, Columbus & St. Andrews Railroad.
East and West Coast Railway.
Fellsmere Railroad.
Florida, Alabama & Gulf Railroad.
Gulf, Florida & Alabama Railroad.
Lake Hancock & Clermont Railroad.
Madison Southern Railroad.
Marianna and Blountstown Railroad.
Melrose Railroad.
Ocklawaha Valley Railroad.
Ocala and Southwestern Railroad.
South Georgia Railway.
Standard and Hernando Railway.
Tampa and Gulf Coast Railway.
Tavares and Gulf Railway.

Railroads Charging 4 Cents per Mile:

Tampa and Jacksonville Railroad.

The Atlantic Coast Line Railroad Charges $2\frac{3}{4}$ Cents per Mile, Except the following Branches, Which Charge 3 Cents:

Florida Midland.
Homosassa Branch.
Newberry to Perry Extension.
Oviedo Branch.
Sanford Branch.
Sanford and Tavares.
St. Cloud Sugar Belt.
Sanford and St. Petersburg.
St. Johns and Lake Eustis.
Tampa and Thonotosassa.
Tiger Bay Branch.
Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates a 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

The Seaboard Air Line Railway Charges $2\frac{3}{4}$ Cents per Mile, Except the Following Branches, Which Charge 3 Cents:

Fernandina to Baldwin.
Monticello to Drifton.
Tallahassee to St. Marks.
Starke to Wanee.
Waldo to Cedar Keys.
Wildwood to Lake Charm.
Lake Charm to Winter Park.
Sumterville Junction to Sumterville.
Archer to Eagle Mine.

**SCHEDULE
OF
FREIGHT TARIFFS**

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Lake Hancock & Clermont Railroad, Tampa & Jacksonville, Standard & Hernando, Marianna & Blountstown, Ocklawaha Valley R. R., Tampa & Gulf Coast Railroad, Ocala & Southwestern, Birmingham, Columbus & St. Andrews, Fellsmere Railroad, Lake Hancock & Clermont, Florida, Alabama & Gulf Railroad, Gulf, Florida & Alabama Railway Company, Melrose Railroad, East & West Coast Railway.

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.														Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.	Per 100 Pounds.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00		8
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00		9
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00		10
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00		11
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10 $\frac{1}{2}$	1.30	1.50	18.00	16.00		12
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00		13
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11 $\frac{1}{2}$	1.50	1.70	22.00	18.00		14
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00		15
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12 $\frac{1}{2}$	1.70	1.80	26.00	20.00		16
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00		17
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13 $\frac{1}{2}$	1.80	1.90	29.00	22.00		18

120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	34

SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA FOR THE FLORIDA RAILWAY COMPANY, THE LIVE OAK, PERRY &
GULF RAILROAD, THE SOUTH GEORGIA AND WEST COAST RAILWAY, THE MADISON SOUTHERN
RAILWAY.

STATIONS.	PER HUNDRED POUNDS.														Per Barrel.	Per 100 Pounds.	Per Ton.	Per Car Load.	Per 100 Pounds.	Per Crate.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	Q	R	V
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	..	..	..
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00	..	..	..
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00	..	..	..
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00	..	..	..
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00	..	..	..
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00	..	..	..
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00	..	..	..
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUIS-
VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.

11-B.E.

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.														Per Barrel.	Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	*P	R		
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$.75	\$1.00	\$ 8.00	\$10.00		8	191	
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00		9		
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00		10		
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00		11		
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00		12		
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00		13		
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00		14		
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00		15		
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00		16		
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00		17		
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00		18		
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00		19		

*For Class P. Rates, see Pages 172-175.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUISVILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												Per Barrel. Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	*P	R
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	20
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00	21
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00	22
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00	23
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00	24
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00	24½
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00	25
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50	25½
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	26
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	26½
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	27
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	27½
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	28

260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	28½
270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	33
360 miles and over 350 miles	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	36

*For Class P Rates, see Pages 172-175.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.													Per Barrel. Per 100 Lbs.	Per Ton, 2000 Lbs.	Per Carload.				Per 100 Lbs. Per Stand'rd Box	Per Stand'rd Crate.			
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G	V		
																				C.L.	L.C.L.	C.L.	L.C.L.	
10 Miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	75	1 00	8 00	10 00	For Class I Rates, see Pages 172-175	8	8	11	6	9
20 Miles and over 10 Miles....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	90	1 10	11 00	12 00		9	8	11	6	9
30 " " " 20 Miles....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00		10	8	11	7	10
40 " " " 30 Miles....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00		11	9	12	7	10
50 " " " 40 Miles....	40	38	35	30	25	20	15	14	14	11	25	30	20	10 ⁵	1 30	1 40	18 00	16 00		12	10	13	8	11
60 " " " 50 Miles....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00		13	11	14	8	11
70 " " " 60 Miles....	48	46	41	34	30	24	17	17	17	13	30	34	23	11 ⁵	1 50	1 60	22 00	18 00		14	12	15	9	12
80 " " " 70 Miles....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00		15	13	16	9	12
90 " " " 80 Miles....	56	53	46	38	33	26	19	19	19	14	33	38	25	12 ⁵	1 70	1 75	26 00	20 00		16	14	17	10	13
100 " " " 90 Miles....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00		17	15	18	10	13
110 " " " 100 Miles....	62	58	50	41	35	30	21	21	21	15	35	41	29	13 ⁵	1 80	1 90	29 00	22 00		18	16	19	11	14
120 " " " 110 Miles....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00		19	17	20	11	14
130 " " " 120 Miles....	66	61	55	43	37	32	23	23	23	18	37	43	31	14 ⁵	1 90	2 00	31 00	24 00		20	18	21	12	15
140 " " " 130 Miles....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00		21	19	22	12	15

150	"	"	"	140 Miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 ^b	2 00	2 10	33 00	26 00	22	20	23	13	16
160	"	"	"	150 Miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00	23	20	23	13	16
170	"	"	"	160 Miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 ^b	2 10	2 20	35 00	28 00	24	21	24	14	17
180	"	"	"	170 Miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 ^b	2 15	2 21	36 00	29 00	24 ^b	21	24	14	17
190	"	"	"	180 Miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 ^b	2 16	2 22	37 00	30 00	25	22	25	15	18
200	"	"	"	190 Miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 ^b	2 17	2 23	38 00	30 50	25 ^b	22	25	15	18
210	"	"	"	200 Miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00	26	23	26	16	19
220	"	"	"	210 Miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00	26 ^b	23	26	16	19
230	"	"	"	220 Miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00	27	24	27	17	20
240	"	"	"	230 Miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00	27 ^b	24	27	17	20
250	"	"	"	240 Miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00	28	25	28	18	21
260	"	"	"	250 Miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00	28 ^b	25	28	18	21
270	"	"	"	260 Miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00	29	26	29	19	22
280	"	"	"	270 Miles....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2 25	2 31	42 00	33 00	29 ^b	26	29	19	22
290	"	"	"	280 Miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00	30	27	30	20	23
300	"	"	"	290 Miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00	30	27	30	20	23
310	"	"	"	300 Miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00	31	28	31	21	24
320	"	"	"	310 Miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00	31	28	31	21	24
330	"	"	"	320 Miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00	32	28	31	21	24
340	"	"	"	330 Miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00	32	29	32	22	25
350	"	"	"	340 Miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00	33	29	32	22	25
360	"	"	"	350 Miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00	34	29	32	22	25
370	"	"	"	360 Miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00	34	30	33	23	26
380	"	"	"	370 Miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00	35	30	33	23	26
390	"	"	"	380 Miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00	35	30	33	23	26
400	"	"	"	390 Miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00	36	31	34	24	27

For Class P Rates, see Pages 172-175.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910. —Continued.

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.	Per Carload.														Per Stand'rd Box.	Per Stand'rd Crate.									
		Per Barrel.				Per 100 Lbs.				2,000 Lbs. Per Ton.				Per Carload.												
		Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.																			
		1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G	V			
																	C L	L C L	C L	L C L						
400	400 Miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24	2	38	2	51	51 00	37 00	37	31	34	24	27
420	410 Miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24	2	38	2	51	51 00	37 00	37	31	34	24	27
430	420 Miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24	2	38	2	51	51 00	37 00	37	32	35	25	28
440	430 Miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25	2	39	2	52	51 00	38 00	38	32	35	25	28
450	440 Miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25	2	39	2	52	51 00	38 00	38	32	35	25	28
460	450 Miles....	106	96	84	74	64	59	47	45	45	33	64	74	57	25	2	39	2	52	51 00	38 00	38	33	36	26	29
470	460 Miles....	107	97	85	75	65	60	48	46	46	34	65	75	58	26	2	40	2	53	51 00	39 00	39	33	36	26	29
480	470 Miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26	2	40	2	53	51 00	39 00	39	33	36	26	29
490	480 Miles....	109	99	85	75	65	60	48	46	46	34	65	75	58	26	2	40	2	53	51 00	39 00	39	34	37	27	30
500	490 Miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27	2	41	2	54	53 00	40 00	40	34	37	27	30
510	500 Miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27	2	41	2	54	53 00	40 00	40	34	37	27	30
520	510 Miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27	2	41	2	54	53 00	40 00	40	35	38	28	31
530	520 Miles....	113	103	87	77	67	62	50	48	48	36	67	77	60	28	2	42	2	55	54 00	41 00	41	35	38	28	31
540	530 Miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28	2	42	2	55	54 00	41 00	41	35	38	28	31
550	540 Miles....	115	105	87	77	67	62	50	48	48	36	67	77	60	28	2	42	2	55	54 00	41 00	41	36	39	29	32

For Classes 1, Miles, see Pages 172-175.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA
& ALABAMA RAILWAY.

DISTANCES.	PER ONE HUNDRED POUNDS.												Per Car Load.						Per Standard Crate.			
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	8	9	10	8
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00	11	12	12	8
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50	11	12	12	8
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00	12	12	12	9
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20	13	13	13	9
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60	13	13	13	10
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00	15	14	14	11
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00	16	15	15	11
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	17	16	16	12
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	18	17	17	12
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	18	17	17	12

See Pages 172-173.
For Class Rates.

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.

DISTANCES.	PER HUNDRED POUNDS.														Per Car Load.					Per 100 Pounds.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P		
																				Per 100 Pounds.	Oranges per box 80 lbs.
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$.75	\$ 1.20	\$ 9.75	\$ 12.00	8	10	8
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00	9	11	8
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50	11	12	8
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00	12	12	9
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20	13	13	9
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60	14	13	9
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00	15	14	10
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	16	14	10
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	17	15	10
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	18	15	10
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	18	15	11
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	19	15	11

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA, MOBILE & NEW ORLEANS RY. CO.—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.												Per Barrel.				
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	*P
10 miles and under	20	17	15	13	12	11	11	11	11	7	7	11	11	7	7	7	5
20 miles and over 10 miles	23	20	18	16	13	12	12	12	12	9	9	13	13	9	9	9	6
30 miles and over 20 miles	28	24	22	19	17	15	15	15	15	10	10	15	15	10	10	10	6

*For Class P Rates, see Pages 172-175.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION
 LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.															CARLOADS.						
																Per 100 Lbs.	Per 2,000 Lbs.	Per Car.				
	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal	Live Stock, Except Hogs	Sheep Double Deck, Hogs Single.	Oranges, box 80 Lbs. Veg'bles, Cr't 50 Lbs.	
See Note Below.																						
10 miles and under.....	12	10	9	8	7	6	6	5	5	6	6	10	6	5	4	3	\$.60	\$ 5.00	\$ 6.00	10	8	
15 miles and over 10 miles.....	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11	8
20 miles and over 15 miles.....	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12	8
25 miles and over 20 miles.....	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12	9
30 miles and over 25 miles.....	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13	9
35 miles and over 30 miles.....	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13	9
40 miles and over 35 miles.....	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14	10
45 miles and over 40 miles.....	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14	10
50 miles and over 45 miles.....	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15	10
55 miles and over 50 miles.....	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15	10

Note—For Class I' Rates, see Pages 172-175.

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												PER CAR LOAD.											
	Per Barrel.												Per 100 Pounds.											
	Per Ton.												Per 100 Pounds.											
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V	Per Crate.	Per 100 Pounds.	Per Car Load.
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$.80	\$ 8.00	\$ 6.00							
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00							
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00							
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00							
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00							

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CLASS P. RATES.

Effective on the Following Railroads:

Atlantic Coast Line R. R.
 Seaboard Air Line Railway.
 Georgia, Southern & Florida Railway.
 Florida Railway.
 Louisville & Nashville R. R.
 Georgia, Florida & Alabama Railway.
 Florida East Coast Railway.
 Tampa & Gulf Coast Railroad.
 Fellsmere R. R.
 Standard & Hernando R. R.
 Melrose R. R.
 Charlotte Harbor & Northern Ry.

5 miles and under	4.00
10 miles and over 5.....	5.00
15 miles and over 10.....	6.80
20 miles and over 15.....	6.80
25 miles and over 20.....	7.60
30 miles and over 25.....	7.60
35 miles and over 30.....	8.40
40 miles and over 35.....	8.40
45 miles and over 40.....	9.20
50 miles and over 45.....	9.20
55 miles and over 50.....	10.00
60 miles and over 55.....	10.00
65 miles and over 60.....	10.30
70 miles and over 65.....	10.30
75 miles and over 70.....	11.10
80 miles and over 75.....	11.10
85 miles and over 80.....	11.90
90 miles and over 85.....	11.90
95 miles and over 90.....	12.70
100 miles and over 95.....	12.70
110 miles and over 100.....	13.00
120 miles and over 110.....	13.80
130 miles and over 120.....	14.60
140 miles and over 130.....	14.90
150 miles and over 140.....	15.70
160 miles and over 150.....	16.50
170 miles and over 160.....	17.50

180 miles and over 170.....	17.50
190 miles and over 180.....	18.00
200 miles and over 190.....	18.00
210 miles and over 200.....	18.50
220 miles and over 210.....	18.50
230 miles and over 220.....	19.00
240 miles and over 230.....	19.00
250 miles and over 240.....	19.50
260 miles and over 250.....	19.50
270 miles and over 260.....	20.00
280 miles and over 270.....	20.00
290 miles and over 280.....	20.50
300 miles and over 290.....	20.70
310 miles and over 300.....	21.00
320 miles and over 310.....	21.30
330 miles and over 320.....	21.60
340 miles and over 330.....	21.90
350 miles and over 340.....	22.20
360 miles and over 350.....	22.50
370 miles and over 360.....	22.80
380 miles and over 370.....	23.10
390 miles and over 380.....	23.40
400 miles and over 390.....	23.70
410 miles and over 400.....	24.00
420 miles and over 410.....	24.30
430 miles and over 420.....	24.60
440 miles and over 430.....	24.90
450 miles and over 440.....	25.20

The above rates, for distances up to and including 400 miles were put into effect by the Commission's Order No. 431. Rates for distances over 400 miles were submitted by the Seaboard Air Line Railway and were approved by the Commissioners.

CLASS P RATES.

Effective from March 15, 1915, to December 31, 1916, inclusive, on the following Railroads:

Apalachicola Northern R. R. Co.

Atlanta & St. Andrews Bay Ry. Co.

Birmingham, Columbus & St. Andrews R. R. Co.

Florida, Alabama & Gulf R. R. Co.

Gulf, Florida & Alabama Ry. Co.
 Live Oak, Perry & Gulf R. R. Co.
 Madison Southern Ry. Co.
 Marianna & Blountstown R. R. Co.
 Lake Hancock & Clermont R. R.
 Ocala & Southwestern R. R. Co.
 Ocklawaha Valley R. R. Co.
 South Georgia Ry. Co.
 Tampa & Jacksonville Ry. Co.
 Tavares & Gulf R. R. Co.
 Georgia & Florida Railway Co.
 East and West Coast Ry.

10 miles and under.....	5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00
40 miles and over 30 miles.....	9.00
50 miles and over 40 miles.....	10.00
60 miles and over 50 miles.....	11.00
70 miles and over 60 miles.....	11.00
80 miles and over 70 miles.....	12.00
90 miles and over 80 miles.....	13.00
100 miles and over 90 miles.....	14.00
110 miles and over 100 miles.....	14.00
120 miles and over 110 miles.....	15.00
130 miles and over 120 miles.....	16.00
140 miles and over 130 miles.....	16.00
150 miles and over 140 miles.....	17.00

After the 31st day of December, 1916, the above rates cease to be effective, and will be automatically superseded by Class P rates carried in the Commission's Order No. 431,—except, above Class P rates continue in effect on East and West Coast Ry. after December 31, 1916, unless otherwise ordered.

CLASS P RATES.

Effective on the Pensacola, Mobile and New Orleans Ry. Co. from March 15, 1915, to December 31, 1916:

10 miles and over.....	12.00
20 miles and over 10 miles.....	14.40
30 miles and over 20 miles.....	19.20

After the 31st day of December, 1916, the above rates cease to be effective and will be automatically superseded by Class P rates carried in the Commission's Order No. 431.

RATE ON PHOSPHATE BETWEEN POINTS WITHIN THE STATE OF FLORIDA.

The rate on Phosphate between points within the State of Florida shall not exceed one cent per ton per mile.

Provided, That where the rate of one cent per ton per mile will raise any rate now in operation (December 17, 1903), that said rate of one cent per ton per mile shall not be effective, but the lower rate as charged by the Railroad Companies is hereby adopted by the Railroad Commissioners as their rate between such points.

Provided further, That where a shipment of Phosphate shall pass over two or more railroads in reaching its destination within the State of Florida, the initial line may charge one and a half cents per ton per mile for the first ten miles which said Phosphate shall be hauled.

Provided further, That where Phosphate from points in Florida passes over two or more roads in reaching its destination within the State of Florida, that the provisions of Rule 19, Governing Joint Rates is hereby modified, so that the initial road shall have the right to deliver the shipment to the delivering road at such junctional point within the State of Florida as it may desire.

Provided, however, that the rate charged for such shipment shall be based upon the shortest mileage between the point of shipment and the place of destination.

SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under.....	\$.50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75

70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95

Minimum, 15 tons to a car.

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35
180 miles and over 160 miles.....	36
200 miles and over 180 miles.....	37
220 miles and over 200 miles.....	38
240 miles and over 220 miles.....	39
260 miles and over 240 miles.....	40
280 miles and over 260 miles.....	41
300 miles and over 280 miles.....	42
320 miles and over 300 miles.....	43

340 miles and over 320 miles.....	44
360 miles and over 340 miles.....	45
380 miles and over 360 miles.....	46
400 miles and over 380 miles.....	47
420 miles and over 400 miles.....	48
440 miles and over 420 miles.....	49
460 miles and over 440 miles.....	50
480 miles and over 460 miles.....	51
500 miles and over 480 miles.....	52

RATES ON CANE SYRUP AND MOLASSES.

Applicable on the Seaboard Air Line Railway in Florida.

Cane Syrup and Molasses, in barrels, half barrels and kegs, or in tin cans, jacketed or boxed. In cents per 100 pounds.

	CL	LCL
40 miles and under.....	12	15
90 miles and over 40 miles.....	13	16
140 miles and over 90 miles.....	14	17
190 miles and over 140 miles.....	15	18
240 miles and over 190 miles.....	16	19
290 miles and over 240 miles.....	17	20
340 miles and over 290 miles.....	18	21
390 miles and over 340 miles.....	19	22
440 miles and over 390 miles.....	20	23
490 miles and over 440 miles.....	21	24
540 miles and over 490 miles.....	22	25
590 miles and over 540 miles.....	23	26

LOCAL MILEAGE RATES ON FRUIT AND
VEGETABLES.

DISTANCES.	CLASS	
	Per Crate	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS.—These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.

CLASSIFICATION.

CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

CLASS V—FRUIT:

Peaches, Pears and Guavas.

VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

Package rates to apply on standard crates estimated to weigh 50 pounds. The rate per package to be applied regardless of the weight, whether under or over, so long as the package capacity does not exceed the standard.

In the shipment of barrels, barrel-crates or barrel-sacks, estimated weight to be double that of the standard crate above referred to. The rate to apply as a package rate regardless of whether the barrel weighs more or less than the estimated weight.

In either case where a package is used of greater dimensions than the standard crate, standard barrel, barrel-crate or sack, the package rate per crate or per barrel, as the case may be, shall be applied as a per hundred pound rate on actual weight.

The standard barrel-crate referred to is understood not to exceed 12x20x36 inches.

The standard barrel referred to is understood not to exceed the capacity of a flour barrel.

The standard barrel-sack referred to is understood not to exceed a capacity of 2 1-2 bushels.

DISTANCE TABLES

DISTANCE TABLES.

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville	0.	Longs	79.0	Gatlin	151.0
Wessner	3.6	Denver	77.5	Jessamine	152.0
Richardson	5.0	Silver Pond	80.0	Pine Castle	153.0
Youkon	9.4	Hammond	81.2	Taft	154.0
Reeds	11.0	Seville	83.4	Connelly	158.6
Orange Park	14.0	Pierson	89.1	Kissimmee	164.4
Peoria	19.0	Eldridge	91.5	Campbell	168.4
Doctor's Inlet	20.4	Barberville	93.8	Loughman	175.5
Russell	23.9	De Leon Springs	99.0	Davenport	182.2
Williams	26.0	Glenwood	102.2	Haines City	185.4
Magnolia Springs	28.3	Walters	104.0	Lake Alfred	192.1
Green Cove Springs	29.8	DeLand Junction	107.2	Auburndale	196.4
Walkill	33.3	Beresford	108.0	Carter's	201.6
West Tocoi	40.2	Fatio	110.0	Lakeland	207.0
Bostwick	45.7	Orange City Junction	112.3	Winston	211.1
Teasdale	48.6	Enterprise Junction	118.1	Youman's	214.1
Rice Creek	51.0	Monroe	121.0	Plant City	217.5
Pecan	51.6	Rands	122.5	Dover	223.7
Sauble	52.0	Sanford	124.3	Seffner	227.1
Palatka	54.9	Elwould	128.0	Mango	230.0
Lundy	57.3	Crystal Lake	129.0	Orient	233.4
Peniel	60.0	Lake Mary	129.2	Thonotosassa Jct.	236.3
Buffalo Bluff	62.1	Longwood	133.8	Ybor City	237.5

Satsuma	63.9	Altamonte Springs	136.7	Tampa	238.1
Sisco	67.0	Maitland	139.3	Tampa Bay Hotel	241.4
Middletons	68.0	Park House	141.0	Carlow	239.8
Pomona	69.4	Winter Park	141.8	Dewey	243.3
Lake Como	71.0	Formosa	145.0	Port Tampa City	246.3
Huntington	74.2	Orlando	146.6	Port Tampa	248.0
Crescent City Jet	77.0	Eight Oaks	150.0		

Jacksonville to Jesup.

Jacksonville	0.0	Ratliff	14.7	Andrews	33.9
Moncrief	3.5	Callahan	19.7	Bologne	37.5
Picket	5.5	Dyal	24.3	Folkston, Ga.	41.5
Dinsmore	9.6	Hilliard	29.9	Jesup, Ga.	96.0

ATLANTIC COAST LINE RAILWAY—Continued.

Jacksonville to St. Petersburg.

Jacksonville	0.0	Micanopy Jet	99.1	Leesburg	159.0
Milldale	10.0	McIntosh	104.6	Corley	161.0
Moncrief	3.5	Gaitskill	106.0	Center Hill	173.6
Cambon	9.3	Orange Lake	106.1	Webster	178.2
Cash Point	14.1	Oaklawn	107.0	St. Catherine	183.3
Baldwin	19.2	Reddick	110.5	x*Croom	189.2
Mattox	24.0	Lowell	113.4	Rital	172.7
McPherson	26.8	Martin	116.5	Trilby	176.9
Nursery	29.0	Zuber	117.4	Blanton	181.8
Bessent	30.8	Kendrick	119.6	San Antonio	187.9
Sapp	37.8	Ocala Junction	124.2	Pasco	191.6
Britt	41.0	Ocala	125.1	Ehren	199.9
Ellerbee	41.7	Fakes	126.0	Drexel	202.0
Raiford	44.8	Orange Avenue	127.0	Odessa	210.4
Rylander	47.1	Montague	130.0	Keystone Park	214.1
Johnstown	49.0	Cornell	131.3	Taconey	218.0
Lake Butler	51.9	Welshton	136.0	Tarpon Springs	221.0
Dukes	58.0	Candler	138.6	Sutherland	226.5
Hiers	58.8	Ocklawaha	140.0	Ozona	227.2
Worthington Springs	61.0	Weir Park	141.0	Dunedin	231.3
Santa Fe	63.9	East Lake	144.1	Clear Water	234.5
Hainesworth	68.2	Stanton	146.0	Bellair	235.5
Burnett's Lake	70.8	Weirsdale	146.6	Largo	238.1
Hague	74.1	Conant	150.0	Cross Bayou	242.9
Paradise	80.4	Lady Lake	151.3	Pinellas Park	245.8
Gainesville	84.5	Fruitland Park	156.0	Lellman	247.0
Rochelle	93.5	Leesburg Junction	158.0	St. Petersburg Wharf	252.9

Evinston	101.7	Oklahumpka	164.5	St. Petersburg	252.2
Boardman	104.0	Cason	169.0		

xJax to Croom via Newberry, 167.8. *Stations south of Croom based on mileage via Newberry.

Jacksonville to Perry.

Jacksonville	0.0	Rylander	47.1	Tyler	93.9
Milldale	10.0	Johnstown	49.0	Trenton	98.1
Moncrief	3.5	Lake Butler	51.9	Wilcox	104.5
Cambon	9.3	Dukes	57.8	Wilcox Junction	106.0
Cash Point	14.1	Hiers	58.8	Old Town	108.5
Baldwin	19.2	Worthington Springs	61.0	Eugene	113.6
Mattox	24.0	Santa Fe	63.9	Cross City	116.8
McPherson	26.8	Hainesworth	68.2	Hines	126.9
Nursery	29.0	Burnett's Lake	70.8	Clara	134.0
Bessent	30.8	West Alachua	72.5	Salem	141.7
Sapp	37.8	Cadillac	77.0	Athena	150.3
Britt	41.0	Haile	79.0	Penland	154.6
Ellerbee	41.7	Komoka	82.1	Perry	161.0
Raiford	44.8	Newberry	84.6		185

ATLANTIC COAST LINE RAILWAY—Continued.
Lakeland to Fort Myers.

Lakeland	0.0	Torrey	33.7	Cleveland	82.2
Pauway	4.2	Wauchula	38.1	Punta Gorda	86.0
Haskell	7.5	Zolfo	42.1	Acline	90.2
Bartow	13.0	Moffitt	45.6	Gilchrist	99.1
Ice Factory Spur	13.8	Buchanan	48.4	Samville	106.8
Homeland	19.2	Gardner	52.5	Tice	109.8
Fort Meade	23.9	Brownville	56.0	Fort Myers	114.0
Whidden Creek	26.4	Arcadia	62.0		
Jane Jay	28.4	Nocatee	66.0		
Bowling Green	31.7	Fort Ogden	72.6		

Sanford to Trilby.

Sanford	0.0	Fullers	26.6	Sheridan	48.0
Sanford Junction	0.1	Staten	27.0	Hammondsville	49.0
New Upsala	2.3	Crown Point	27.9	Groveland	49.8
Twin Lakes	3.3	Brannons	29.0	Taylorville	51.0
Sylvan Lake	4.8	Winter Garden	30.1	Mascotte	52.8
Pine Crest	5.8	Brayton	31.0	Tuscanoga	56.0
Island Lake	7.2	Tildenville	31.7	Mabel	59.0
Glen Ethel	11.2	Oakland	32.9	Cedar Hammock	59.1
Palm Springs	13.8	Killarney	35.0	Linden	62.8
Granada	14.1	Cynthiana	38.0	Tarrytown	63.2
Forest City	16.5	Mohawk	40.0	Tompkins Crossing	64.1
Toronto	19.0	Minneola	41.9	Riverland	67.2
Lakeville	21.0	Clermont	43.5	Lacoochee	71.1
Clarcona	22.8	Parkers Crossing	46.0	Trilby	74.6
Millerton	24.1	Varnell	48.0		

Lakeland to Waycross.

Lakeland	0.0	Holder	73.0	Lake City Junction	152.2
Galloway	6.0	Elliston	75.9	Hildreth	155.9
Kathleen	7.6	Gulf Junction	79.3	Burlington	156.0
Stokes	11.5	Dunnellon	81.8	Branford	163.0
Southern Pines	12.0	Chatmar	83.0	O'Brien	168.5
Millards	15.6	Juliette	85.3	McAlpin	175.4
Kings Mill	16.0	Romeo	92.5	Pinemount	177.1
Lumberton	20.0	Pedricks Mill	94.0	Padlock	181.9
Richland	20.8	Morriston	97.6	Live Oak	186.6
Ellerslie	23.0	Montbrook	100.8	North Live Oak	187.6
Collins	26.0	Williston	105.1	Byrd's Still	189.0
Dade City	27.5	Hodgson	106.0	Rixford	191.0
Owensboro	33.0	Gunnells	107.0	Suwannee	193.6
Trilby	34.0	Raleigh	109.0	Marion	197.3
Rital	38.2	Eve	112.0	Jasper	202.7
Netherland Mines	42.0	Archer	116.5	Bakers Mill	206.7
Croom	43.1	Half Moon	121.9	Tarver, Ga.	215.2
Leta	46.0	Newberry	126.3	Alexanderville, Ga.	218.2
Istachatta	49.1	Lexington	128.7	Haylow, Ga.	224.0
Pineola	52.0	Younglove	131.0	Withers, Ga.	225.9
Diamond Mines	53.0	Wades	134.0	Dupont Junction, Ga.	237.0
Floral City	56.0	Clark	134.5	Waycross, Ga.	270.0
Inverness	62.8	High Springs	140.0		
Hernando	68.3	Fort White	149.3		

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High Springs to Burnett's Lake.

High Springs	0.0	Alachua	7.6	Burnett's Lake	9.3
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ATLANTIC COAST LINE RAILWAY—Continued.

Between Dunnellon and Wilcox.

Wilcox Junction	0.0	Otter Creek	22.7	Dunnellon	51.3
Chiefland	9.4	LeBannon	36.4		

Ocala to Homosassa.

Ocala	0.0	Leroy	14.7	Gulf Junction	28.0
Ocala Junction	0.9	Rock Springs	18.7	Citronelle	35.0
Martel	9.0	Juliette	22.0	Crystal River	40.5
York	12.4	Dunnellon	26.5	Homosassa	49.9

Sanford to Astor.

Sanford	0.0	Tufts	8.8	Eustis	33.3
Sanford Junction	0.8	Ethel	10.3	Fort Mason	35.2
New Upsala	2.3	Cassia	12.3	Umatilla	39.3
Twin Lakes	3.3	Wayland	14.9	Altoona	42.4
Sylvan Lake	4.8	Lovejoy's Mill	16.3	Pittman	44.5
Paola Junction	5.3	Sorrento	17.9	Astor	60.0
Paola	5.3	Mount Dora	23.4		
Markham	7.3	Tavares	28.8		

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Sanford to Lake Charm.

Sanford	0.0	Rutledge	5.0	Clifton	12.0
Sanford Junction	0.8	Mecca Junction	5.6	Oviedo	17.0
Fort Reed	3.2	Clydes	7.4	Lake Charm	18.4

Leesburg to Fort Mason.

Leesburg	0.0	Lisbon	8.5	Fort Mason	13.8
Orange Bend	7.4	Grand Island	12.0		

Tavares to Lane Park.

Tavares	0.0	Lane Park	3.0		
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Kissimmee to East Apopka.

Kissimmee	0.0	Isleworth	18.0	Clarcona	29.3
Shingle Creek	4.3	Windemere	18.5	Apopka	33.1
McLane's	8.7	Gotha	21.1	East Apopka	34.0
Waco	17.3	Ocoee	24.5		

Kissimmee to Narcoossee.

Kissimmee	0.0	St. Cloud Junction	6.0	Peento	10.0
Hammock Grove	1.0	St. Cloud	9.0	Runnymede	12.8
Hirtzel	2.0	Deeson	7.0	Narcoossee	14.0
Wadleys Crossing	3.0	Sunnyside	9.0		
Carolina	4.5	Ashton	10.0		

Lake Alfred to Bartow

Lake Alfred	0.0	Eagle Lake	9.0	Bartow	16.7
Florence Villa	3.5	Excelsior Park	13.2		
Winter Haven	5.0	Gordonsville	12.0		

DeLand Junction and DeLand.

De Land Junction	0.0	Stetson	2.1	De Land	4.0
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ATLANTIC COAST LINE RAILWAY—Continued.

Winston to Fort Meade.

Winston	0.0	Kingsford	12.0	Phosphoria	19.9
Wood Spur	3.0	Bruce	13.8	McDowell	20.0
Medulla	5.8	Pierce	13.8	Agricola	21.4
Christina	7.5	Nichols	15.0	Marquis Mill	24.0
Bone Valley Junction.	8.8	Pebbledale	15.4	Tiger Bay	25.3
Prairie	9.0	Long Branch	17.0	Ft. Meade	28.8
Mulberry	10.8	Green Bay	17.2		

Sanford to Mecca Junction.

Sanford	0.0	Beck Hammock	3.6	Palm Villa	8.0
Brisson	1.6	Moores	4.6	Mecca	8.8
Sipes	2.2	Cameron City	5.6	Mecca Junction	9.3
Beardall	2.6	Crippen	6.3		

Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction	0.0	Hillsboro	7.0	Thonotosassa	11.0
Harney	5.5	Idlewild	8.5		

Croom to Brooksville.

Croom	0.0	Brooksville	10.0		
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Proctor to Citra.

Proctor	0.0	Citra	6.1		
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Palatka to Rochelle.

Palatka	0.0	Interlachen	16.6	Hawthorne	30.0
Francis	4.4	Edgar	21.2	Grove Park	34.7
Akomi	10.1	Joinson	22.7	Rochelle. ...	38.9
Hollister	11.5	McMeekin	25.3		

Micanopy Junction to Tacoma.

Micanopy Junc.....	0.0	Micanopy	3.4	Tacoma	8.4
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Lake City to Lake City Junction.

Lake City	0.0	Columbia	10.7	Lake City Junction	18.7
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Monticello to Thomasville.

Monticello	0.0	Metcalf	14.1	Thomasville ,Ga.....	24.1
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River Junction to Climax.

River Junction	0.0	Fowltown, Ga.	23.6		
Faceville, Ga.....	14.9	Climax, Ga.	30.3		

Haines City to Sebring.

Haines City	0.0	Crooked Lake	21.3	Sebring	46.5
Dundee	6.9	Frostproof	27.8		
Lake Wales	15.4	Avon Park	38.5		

Tampa to West Tampa.

Tampa	0.0	West Tampa	3.0		
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ATLANTIC COAST LINE RAILWAY—Continued

Nichols to Mulberry.

Nichols	0.0	Mulberry	0.4	
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Fanlew to Thomasville.

Fanlew	0.0	Miccosukee	24.1	Hammond, Ga.	37.0
Cody	6.4	Yarborough	26.0	Myrtlewood, Ga.	41.0
El Destino	10.3	Copeland	27.9	Beverly, Ga.	42.0
Capitola	13.1	Stringer	29.3	Cherokee, Ga.	46.0
Cates	16.0	Elmer	30.2	Thomasville, Ga.	47.0
Wadesboro	17.4	Roddenberry, Ga.	34.0		

SEABOARD AIR LINE RAILWAY.
From Jacksonville to River Junction.

Jacksonville	0.0	Welborn	70.5	Lloyd	147.0
Marietta	7.4	Houston	76.0	Steel Creek	149.0
Priceville	9.0	Live Oak	81.3	Capitolia	151.5
White House	10.9	Suwannee	88.0	Chaires	153.5
Halsema	13.0	Falmouth	90.9	Perkins	160.5
Millerton	14.0	Swann	94.0	Tallahassee	165.1
Baldwin	18.7	Ellaville	94.7	Ocklocknee	173.4
Mattox	22.7	Lee's	102.2	Lawrences	174.0
Macclenny	27.5	West Farm	104.4	Carsons	176.0
Glen St. Mary	29.8	Madison	109.7	Midway	177.1
Drake	32.5	Champaign	114.8	Quincy	189.0
Sanderson	36.8	Greenville	123.3	Gretna	194.3
Olustee	46.7	Linwood	127.0	Mt. Pleasant	197.7
Mt. Carrie	51.1	Aucilla	130.7	Jamison	200.5
Watertown	56.7	Drifton	138.2	River Junction	207.8
Lake City	59.3	Pinhook	140.0		
Ogden	64.8	Braswell	140.5		

Jacksonville to Tampa.

Jacksonville	0.0	Island Grove	80.5	Sumterville Junction	136.0
Marietta	7.4	Citra	83.0	Sumterville	138.2
Priceville	9.0	Meadows	85.5	Edenfield	140.0
White House	10.9	Sparr	88.5	Bushnell	142.0
Halsema	13.0	Factory Siding	90.0	St. Catherine	145.9
Millerton	14.0	Vegetable Spur	91.0	Terrell	150.1
Baldwin	18.7	Anthony	91.8	Kalon	154.0
Fifitone	22.4	Spring Park	95.0	Lacoochee	156.3

Maxville	26.2	Oak	95.1	Owensboro	158.0
Mudge	32.0	Silver Springs Junction	97.7	Crescent	159.0
Highland	32.6	Silver Springs	99.6	Dade City	164.2
Hahoney	34.0	Ocala	101.5	Pasadena	166.7
Leghee	35.0	York Spur	103.0	Phelps	170.6
Lawtey	37.7	Orange Avenue	105.0	Greer	171.5
Horn	39.0	Millers	107.0	Zephyrhills	173.6
Temple	40.0	Santos	109.1	Bramlett	176.0
Starke	44.4	Pollys Mill	110.0	Knights	184.9
Reynolds	46.0	Thaggard	112.0	Plant City	188.9
Thurston	49.0	Bellevue	113.1	Turkey Creek	193.7
Hampton	50.7	Greenleaf	114.0	Sidney	195.4
Eddys Spur	52.0	Summerfield	117.3	Sand Brick	197.0
Navarre	54.0	South Lake Weir Junction	117.3	Valrico	198.4
Waldo	56.3	Dallas	119.8	Dickinson	200.0
Maultsby	60.0	Oxford	122.8	Brandon	200.7
Eighty Nine	61.0	Harris Siding	125.0	Limona	201.7
Orange Heights	61.4	McRaney's	127.0	Pitts	204.0
Campv. Brick Track	65.0	Wildwood	127.4	Yeomans	206.7
Campville	65.4	Monarch	130.0	Fultons Spur	208.0
Goodwins	67.0	Hines	131.0	Tampa Northern Junction	209.4
Rex	68.0	Coleman	131.9	Ybor City	210.1
Hawthorne	70.5	Warnell	134.0	Tampa	211.0
Lochloosa	76.9	Panasoffkee	135.4		

Jacksonville to Savannah.

Jacksonville	0.0	Tisonia	17.0	Evergreen	30.1
F. & J. Junction	4.2	Hedges	21.2	Savannah, Ga.	137.8
Panama	6.7	Yulee	24.1		
Duval	13.9	Becker	27.6		

SEABOARD AIR LINE RAILWAY—Continued.

Fernandina to Baldwin.

Fernandina	0.0	Italia	19.0	Inglehome	38.8
O'Neil	6.0	Callahan	27.2	Bryceville	41.0
Lofton	8.5	Crawford	31.6	Baldwin	47.2
Yulee	12.1	Dahoma	34.8		
Wilson	14.0	Verdie	37.0		

Waldo to Cedar Key.

Waldo	0.0	Palmer	24.2	Dutton's Spur	52.0
Millican	3.4	Orchard	26.0	Gulf Hammock	53.0
Fingers Mill	5.0	Archer	28.2	Willy	58.4
Fairbanks	7.0	Camps Spur	32.0	Rosewood	60.6
Dowds Spur	10.0	Albion	33.5	Dix	61.0
Gainesville	13.8	Meredith	34.4	Summer	63.0
Millards	16.0	Bronson	37.5	Luckens	68.1
Daysville	17.6	Otelia	40.0	Suskins	69.0
Hammock Ridge	18.7	Lennon	43.6	Cedar Keys	70.8
Arrendondo	19.8	Otter Creek	49.3		
Kanapaha	21.0	Ellzey	51.0		

Starke to Warnee.

Starke	0.0	LaCrosse	19.4	Central Junction	37.3
Pine Island	5.0	Getzens	20.2	Neals	41.3
Sampson Junction	6.4	Hainesworth	23.4	Willford	46.3
Wainwrights	7.6	A. C. L. Junction	25.3	Curtis	49.0
Clayno	10.1	Alachua	26.5	Bell	51.2
Atlantic	12.6	Hodges	29.3	Wannee	56.6
Brooker	14.6	Arno	32.6		
Thomasville	16.4	Buda	35.1		

Buda to Norwillis.

Buda	0.0	Vanes Pen	6.0	Williams	9.0
Mutual	2.0	Mersey	7.0	Frankphos	9.0
Thames Junction	5.0	Fleetnor	8.0	Norwillis	9.0

Archer to Inverness

Archer	0.0	Montbrook	16.0	Blue Run.....	40.0
Eve	4.3	Morriston	19.5	Dunnellon	40.8
Raleigh	6.8	Standard	24.0	Blue Run Yard.....	40.0
Hodgson	9.0	Early Bird	26.8	Harrison	47.3
Gunnells	9.0	Eagle Mine.....	29.0	Johnsons	56.0
Williston	11.4	Hoyt	31.1	Inverness	58.6

Wildwood to Orlando.

Wildwood	0.0	Sadie	14.6	Plymouth	36.8
Orange Home	3.1	Eldorado	14.8	Apopka	40.2
Bamboo	5.0	Cunninghams	16.0	Piedmont	43.1
Sprinks	6.6	Tavares	21.0	Toronto	44.5
Whitney	7.3	Ellsworth Junction	25.0	Hamilton	45.0
Mill Spur	8.0	Victoria	29.0	Lockhart	46.2
Montclair	9.0	Walling	30.6	Fairvilla	49.5
Leesburg	11.3	Gainesboro	31.2	Modello Park	50.3
Sunnyside	14.0	Zellwood	32.8	Orlando	53.1
Birds	14.0	McDonald	35.1		

Orlando to Lake Charm.

Orlando	0.0	Lakemont	7.0	O. W. & L. Track	14.0
Rowena	2.8	Lake Howell	9.0	Lawtons Pkg. House	15.9
Morse	4.0	Golden Rod	10.3	Oveido	15.9
College Station	5.1	Bertha	11.0	Lake Charm	17.0
Winter Park	5.5	Gabriella	12.6		

SEABOARD AIR LINE RAILWAY—Continued.
Morriston to Ackert Spur

Morriston	0.0	Ackert Spur.....	0.5	
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Turkey Creek to Venice.

Turkey Creek	0.0	Ellenton Junction	40.6	Bradentown	45.4
Durant	5.2	Ellenton	41.4	Orange Spur	47.0
Lithia	9.0	Harlee	42.0	Oneco	47.9
Boyette	11.1	Harrison	42.0	Tallavast	50.0
Burnetts Crossing	16.0	Springstead	42.0	Rardins	52.0
Balm	16.6	Palmetto Junction	41.9	Sarasota	54.4
Wimauma	20.2	Palmetto	43.2	Fruitville	58.2
Willow	26.0	Atwood Junction	43.0	Bee Ridge	61.8
Dickey	29.0	Manavista	44.0	Osprey	66.7
Parish	32.0	Terra Ceia Junction	39.0	Laurel	71.8
Erie	36.0	Terra Ceia	43.4	Potter	73.1
Vegetable	36.0	Manatee	44.2	Venice	74.5
Barber	40.0	Bradentown Junction	44.4		

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Plant City to Lake Wales.

Plant City	0.0	Welcome Junction	10.9	Bartow	27.2
Coronet Junction	2.2	Welcome	13.0	Pembroke Junction	28.2
Coronet	3.5	Edeson Junction	13.0	Polk Lake	31.1
Trapnell	4.2	Edeson	13.2	Alturas	35.5
Hopewell	6.4	Nichols	15.6	Peace Valley	40.3
Alafia	8.5	Mulberry	19.2	Lake Wales	44.5
Keysville	10.4	Ridgewood	22.9		

Edeson Junction to Agricola.

Edeson Junction	0.0	Bradley Junction	7.2	Agricola	12.1
Stephens Spur	4.6	Macdowell	11.6		

Tampa to Brooksville

Tampa	0.0	Chapman	13.1	Weeks	39.1
Ybor City	1.9	Stemper	15.3	Ayers	39.7
T. N. Junction	2.2	Lutz	16.3	Powell	43.3
Gary	2.6	Deer Lake	17.8	Garrison	45.1
Parker	5.3	Denham	19.3	Salil	47.2
Hardee	5.8	Drexel	22.7	Tooke Lake Junction	47.6
Gulf Coast Junction	7.6	Fivay Junction	29.2	Brooksville	48.6
Flora	10.1	Freeman	31.0		
Nowatney	11.1	Loyce	34.0		

Brooksville to Centralia

Brooksville	0.0	Norman	6.4	Centralia	15.9
Tooke Lake Junction	1.0	Tooke Lake	13.4		
Wiscon	4.4	Long Lake	14.9		661

Tallahassee to St. Marks.

Tallahassee	0.0	Woodville	9.9	Wakulla	15.6
Belair	4.0	Ferrell	10.1	Burns	17.0
Luterloh	7.9	Vareen	12.8	St. Marks	20.4

Tallahassee to Waylonzo.

Tallahassee	0.0	Rose	13.0	Walkers Springs	30.0
St. Marks Junction	2.9	Cay	19.0	Covington	32.3
Corey	10.3	Wacissa	21.3		
Walton	12.9	Leonton	23.6		

SEABOARD AIR LINE RAILWAY—Continued.

Morriston to Holder.

Morriston	0.0	Eureka Mine	23.0	Syndicate No. 1	29.0
Early Bird	6.0	Anderson Mine	23.0	Section No. 34 Mine	29.0
Blue Run Mine	20.0	Dunnellon	20.0	Section No. 26 Mine	33.0
Ray Mine	20.0	River Mine	21.0	Section No. 35 Mine	33.0
Dunnellon Mine	21.0	Section 20-A Mine	26.0	Inverness	38.0
Cullens Mine	21.0	Section 20-B Mine	26.0	Southern Mine	38.0
Marion Mine	21.0	Section 20-C Mine	26.0	Holder No. 1 Mine	40.0
Griggs Mine	21.0	Syndicate No. 3	28.0	Holder No. 2 Mine	40.0

Drifton to Monticello.

Drifton	0.0	Monticello	4.4		
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GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka to Valdosta.

Palatka	0.0	Theresa	32.5	Winfield	80.0
A. C. L. Junction	1.0	Hampton	36.4	Suwannee Valley	82.8
Woodburn	8.0	Sampson City	42.1	White Springs	86.3
Carraway	10.6	New River	46.8	Winn	89.7
Baywood	13.0	Lake Butler	53.1	Genoa	93.2
Florahome	16.9	Guilford	58.1	Jasper	103.8
Grandin	18.9	Lulu	63.7	Avoca	109.9
Putnam Hall	21.5	Jefferson	67.0	Jennings	115.3
Lake Geneva	26.1	Watertown	73.3	Melrose, Ga.	118.8
Brooklyn	28.2	Lake City	74.4	Valdosta, Ga.	134.4

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Jacksonville to Macon.

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing	3.6	St. George	26.9	Valdosta, Ga.	110.1
Hoyt	5.1	Clarking	31.8	Tifton, Ga.	156.6
King's Grove	7.5	Moniac	38.7	Macon, Ga.	261.8
Plummer	11.4	Baxter	39.3		
Crawford	17.7	Eddy	45.7		

FLORIDA RAILWAY COMPANY.

Live Oak	0.0	Suwannee River	16.7	Charlton	38.4
Porters	6.0	Norwood	18.6	Keene	42.4
Lanier Siding	9.6	Mayo	21.9	Fenholloway	45.3
Kirkland	12.5	San Pedro	25.7	Denmark	47.9
Wilmarth	16.0	Salt Road	27.5	Perry	51.1
Luraville	20.5	Askold	35.9	Blair's Still	55.0

Mayo to Alton.

Mayo	0.0	Alton	2.5		
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TAMPA & JACKSONVILLE RAILWAY.

Sampson City	0.0	Rocky Point	25.7	Hickman	41.5
Graham	4.5	Hailes Siding	28.3	Southside	42.4
Louise	5.8	Wacahoota	29.3	Dungarvin	43.4
Cyril	7.0	Lisman	30.0	Irvine	45.0
Bellamy	11.5	Clyatts	32.6	Williams Siding	46.0
Ellithorpe	16.0	Kirkwood	33.3	Fort Drane	46.3
A. C. L. Crossing	19.0	Tacoma	34.4	Fairfield	48.0
Gainesville	20.0	Micanopy	36.7	Cara	51.5
S. A. L. Crossing	20.3	Tuscarilla	39.2	Melton	52.5
Cannon's	24.5	Simonton	39.9	Emathla	56.0

LIVE OAK, PERRY & GULF RAILROAD.

Live Oak	0.0	Mayo Junction	20.7	Perry	44.0
S. A. L. Crossing	1.0	Day	22.0	Springdale	47.0
Starr	6.5	Silo	25.0	Hampton Springs	49.0
Mercer	8.5	Townsend	28.0	Murat Junction	54.0
Newburn	10.0	Smith	33.0	Waylonzo	60.0
Lancaster	14.0	Fenholloway	38.0	Loughridge	64.0
Dowling Park	17.0	Florida Ry. Crossing	39.0		
Chancey	18 0	Blue Creek Junction	40.0		

Mayo Branch.

Mayo Junction	0.0	Peterson	8.3	Alton	14.3
Dell	4.8	Mayo	12.0		

LOUISVILLE & NASHVILLE.
Pensacola Division.

Pensacola	0.0	Cottage Hill	16.3	Jacobi	29.0
Goulding	2.6	Quintette	18.7	McDavid	33.4
Brent	3.8	Molino	22.5	Thrifts	35.2
Olive	6.6	Noriagga	23.7	Bluff Springs	38.4
Roberts	11.4	Dolores	24.7	Pringe	40.2
Gonzales	12.4	Barth	25.7	Century	41.7
Cantonment	14.8	Pine Barren	27.3	Flomaton	43.7

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P. & A. Division.

Pensacola	0.0				

Red Bluff	3.2	Deer Land	59.1	Hagerman	112.6
Bohemia	6.1	Claroy	61.5	Piney Grove	113.6
Gull Point	7.2	Ginsburg	63.5	Chipley	116.4
Yniestra	7.8	Mossy Head	66.1	Macon	118.9
Escambia	8.8	Gradan	70.5	Aycock	122.2
Mulat	12.3	Bear Head	72.5	Cottondale	125.9
Harp	13.65	Pintado	74.5	Simla	128.5
Galt City	16.9	Tervin	78.5	Marianna	135.1
Bagdad Junction	18.7	DeFuniak Springs	78.9	Lulaton	137.6
Milton	19.5	Argyle	83.6	Lorena	140.6
Harold	29.6	Ponce de Leon	90.5	Criglar	142.6
Kenneth	36.0	Valle	93.9	Cypress	145.8
Holts	38.3	Gelder	96.9	Grand Ridge	149.1
Galliver	40.8	Westville	96.9	Inwood	152.6
Milligan	45.9	Caryville	99.5	Sneads	155.1
Crestview	50.1	Lone Pine	103.9	Chattahoochee River Ldg.	159.6
Hineo	51.6	Bonifay	107.6	River Junction	160.7

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Crestview to Flora.

Crestview	0.0	Pineway	13.5	Cowans	19.9
Auburn	4.6	Falco Junction	14.6	Svea	20.8
Caledonia	8.5	Williamson	15.0	Hoogstract	21.5
Campton	10.0	Laurel Hill	16.5	Florala, Ala.	26.4

Alabama Division.

Graceville	0.0	Noma	6.7	Georgiana, Ala	100.1
Eleanor	3.0	High Note	11.6	Montgomery, Ala	159.4

APALACHICOLA NORTHERN RAILROAD.

River Junction to Port St. Joe.

River Junction	0.0	Causey	31.0	Fort Gadsden	62.5
Dolan	7.9	Clio	31.7	Buck's Still	66.6
Hardaway	8.5	Adrem	33.0	Beverly	67.6
Greensboro	12.7	Trump	33.9	Franklin	76.5
Juniper	14.6	Liberty	34.2	Apalachicola	79.5
Guest	17.1	Deerhunt	37.7	Wye	82.5
Sedalia	17.3	Vilas	39.5	Tilton	83.5
Eddy	19.0	South Vilas	40.2	Odena	92.0
Millman	21.6	Zion	42.5	Nulsen	95.0
Lowrey	23.5	Wilma	46.0	Niles	99.3
Hosford	26.9	Criglar	48.0	Port St. Joe	102.3
Evans	29.3	Sumatra	56.0		
Telogia	29.5	Coline	60.0		

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ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.

St. Andrews	0.0	Saunders	26.0	Cottondale	53.0
Panama City	2.0	Fountain	31.0	Welchton	58.0
Millville Junction	4.0	Betts	34.0	Jacobs	60.0
Lynn Haven Junction	4.0	Compass Lake	38.0	Campbellton	64.0
Bayou George	7.0	Round Lake	43.0	State Line, Ala.	68.0
Majette	14.0	Alford	46.0	Dothan, Ala.	84.0
Youngstown	23.0	Steele City	48.0		

GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle	0.0	Raker Mill	31.0	Gibson	62.0
Lanark	5.0	Hilliardville	36.0	Havana	67.0
MacIntyre	13.0	Helen	38.0	Hinson	68.0
Curtis Mills	16.0	Spring Hill	40.0	Jamieson	71.0
Sopchoppy	19.0	S. A. L. Junction	49.0	Bainbridge, Ga.	90.0
Ashmore	21.0	Tallahassee	50.0	Arlington, Ga.	129.0
Millgrove	26.0	Saxon	54.0	Cuthbert, Ga.	156.0
Arran	29.0	Lake Jackson	59.0		

Quincy Branch..

Havana	0.0	Littman	7.0	Quincy	11.0
Florence	5.0	Cory	9.0		

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SOUTH GEORGIA RAILWAY.

Hampton Springs	0.0	Sirmans	22.0	Lovett	43.0
Perry	5.0	Vickers	30.0	Quitman	54.0
Boyd	11.0	Greenville	31.0	Adel	82.0
Lake Blrd	15.0	Dennett	36.0		
Shady Grove	17.0	Maysland	40.0		

GEORGIA & FLORIDA RAILWAY.

Madison	0.0	Pinetta	10.4	Valdosta, Ga.	28.0
Hanson	7.3	Olympia, Ga.	14.6		

CHARLOTTE HARBOR AND NORTHERN RAILWAY.

S. Boca Grande.....	0.0	Nocatee	44.0	Baird	81.2
Boca Grande.....	2.3	Arcadia	48.9	Cottman	83.2
Gasparilla	5.3	Bunker	51.7	Chicora	86.3
Placida	8.0	Kinsey	57.4	Bradley Junction	89.1
McCall	15.6	Limestone	58.9	Martin Junction	90.6
Southland	17.6	Bridges	62.1	Pierce	92.3
Murdock	23.5	Rector	65.8	Tiger Bay	92.1
Mars	25.5	Ona	66.9	Bruce	93.8
Platt	33.9	Vandalah	69.3	Ridgewood	98.0
Boggess	35.8	Ft. Green Springs.....	74.7	South Mulberry	98.9
Ft. Ogden	36.9	Ft. Green	76.5	Mulberry	96.9
Hull	39.6	Ft. Green Junction.....	77.0		

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PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.

Pensacola	0.0	Millview Junction	6.29	Millview	7.29
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PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.

Millview Junction	0.0	Klondyke	6.8	Muscogee.	15.3
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OCKLAWAHA VALLEY RAILROAD.

Ocala	0.0	Daisy	14.4	Rodman Junction	41.7
Silver Springs Junction	3.8	Ft. McCoy	18.8	Rodman	39.5
Silver Springs	5.8	Bay Lake	26.8	Stokely	48.1
Oak Junction	7.8	Orange Springs	30.8	O. N. Junction	52.1
Burbank	13.1	Kenwood	35.4	Palatka	53.7

TAVARES & GULF.

Tavares	0.0	West Apopka	15.0	Tildenville	27.5
Ellsworth Junction	3.5	Montverde	18.0	Brayton	28.5
Astatula	7.5	Waits Junction	21.0	Winter Garden	29.0
Heatons	10.5	Killarney	24.5	Ocoee	31.4
Bear Spring	13.0	Oakland	26.5		

Waits Junction to Clermont.

Waits Junction	0.0	Mohawk	3.0	Clermont	6.0
Crenshaw	1.0	Minneola	4.5		

MARIANNA & BLOUNTSWELL RAILROAD.

Marianna	0.0	Cox	13.5	Sharpston	35.0
Oak Dale	4.9	Altha	15.8	Gaskins Siding	40.0
Simsville	7.5	Blountstown	26.7	Scotts Ferry	42.0
Rock Creek	9.0	Old Blountstown	29.0		
Sink Creek	11.3	Flowers Still	31.0		

FLORIDA EAST COAST RAILWAY.

Jacksonville to Key West.

Jacksonville	0.0	Volusia	99.0	Sarno	190.7
South Jacksonville	1.3	Tomoka	101.4	Melbourne	194.2
Bowden	4.6	Hotel Junction	104.0	Tillman	197.5
Sunbeam	9.4	Ormond Hotels	105.3	Malabar	199.9
Greenland	12.8	Ormond	104.2	Valkaria	203.0
Bayard	15.2	Holly Hill	107.0	Grant	205.6
Durbin	20.6	Daytona	109.7	Micco	209.2
Woodland	24.2	Blake	112.5	Roseland	212.4
Sampson	27.3	Port Orange	114.7	Sebastian	214.5
Magnolia Grove	31.5	Spruce Creek	119.5	Wabasso	219.3
Baker Siding	34.8	Turnbull Bay	121.3	Quay	221.9
St. Augustine	36.7	New Smyrna	124.6	Gifford	225.5
Dean Siding	37.3	F'wks Park	127.1	Vero	227.8
Hurds	44.2	Hucomer	131.2	Oslo	231.1
Elkton	47.1	Oak Hill	136.4	Viking	234.6
Armstrong	49.0	Lyrata	143.5	St. Lucie	238.9
Holy Branch	51.1	East Mims	150.3	Ft. Pierce	241.6
Hastings	53.7	Titusville	154.4	White City	246.3
Orange Mills	57.4	Indian River	157.6	Eldred	247.2
East Palatka	61.5	Pritchards	157.7	Ankona	249.0
San Mateo Junction	62.8	Delespine	162.6	Walton	252.4
Yelvington	66.6	Frontenac	165.4	Eden	254.4
Roy	68.8	Sharpes	167.7	Jensen	256.8
Dinner Island	76.4	City Point	169.3	Rio	258.8
Neoga	81.2	Cocoa	173.1	Gosling	260.5
Espanola	82.3	Irockledge	174.6	Stuart	261.4
Bunnell	86.6	Bonaventure	179.4	Salermo	266.5
Dupont	90.1	Pineda	182.7	Fruita	268.7
Harwood	97.6	Eau Gallie	189.8		

14—R.R.

Gomez	272.2	Biscayne	359.0	Plantation	434.1
Hobe Sound	274.7	Little River	360.6	Quarry	438.6
Likely	277.8	Lemon City	361.8	Islamorada	440.1
Jupiter	283.3	Buena Vista	363.2	Central Supply	444.0
Prairie	290.5	Miami	365.6	Indian Key	445.2
Riveria	295.3	Cocoanut Grove	370.9	Midway	447.6
West Palm Beach	299.0	Larkin	373.8	Cooks Siding	450.6
Royal Poinciana	299.7	Kendal	376.4	Crescent	455.1
Breakers	300.3	Benson	378.6	Long Key	457.3
Lake Worth	306.2	Keys	379.5	Toms Harbor	461.7
Lantana	308.3	Rockdale	380.2	Grassy	464.4
Hypoluxo	309.4	Perrine	381.6	Vaca	470.9
Boynton	312.2	Peters	382.5	Marathon	474.1
Delray	316.9	Goulds	385.8	Knights Key Dock	476.8
Yamato	321.4	Black Point	386.7	Bahia Honda	485.1
Boca Ratone	324.5	Princeton	387.7	Spanish Harbor	488.7
Deerfield	327.0	Naranja	389.4	Big Pine	491.9
Pompano	331.1	Modello	391.5	Ramrod Key	495.8
Colohatchee	338.3	Homestead	393.9	Sugarloaf	502.9
Fort Lauderdale	341.2	Wood dall Siding	401.3	Chase	506.0
Dania	345.9	Everglade	408.3	Big Cappitt	512.2
Hallandale	350.6	Jewfish	415.4	Stock Island	518.5
Ojus	353.3	Key Largo	417.3	Key West	522.0
Fulford	354.7	Rock Harbor	424.4		
Arch Creek	357.4	Tavernier	431.0		

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New Smyrna to Orange City Junction.

New Smyrna	0.0	Rogers	15.4	Orange City	25.4
Glencoe	3.2	Bond's Spur	17.5	Orange City Junction	27.5
Briggsville	8.2	Lake Helen	20.6		
Indian Spring	9.9	Twin Oaks	24.3		

FLORIDA EAST COAST RAILWAY—Continued.

Titusville to Enterprise Junction.

Titusville	0.0	Aurantia	9.3	Osteen	29.4
Lagrange	2.1	Maytown	16.4	Garfield	33.7
Mims	4.3	Cow Creek	21.1	Enterprise	36.2
Turnbull	7.5	Farnton	23.4	Enterprise Junction	40.0
Turnbull Junction	8.0	Kalamazoo	26.9		

Jacksonville to Mayport.

Jacksonville	0.0	Center Park	10.7	Atlantic Beach	20.3
South Jacksonville	1.3	San Pablo	14.6	Manhattan Beach	22.6
St. Nicholas	2.7	Pablo Beach	17.3	Burnside Beach	23.0
Springs Glen	4.1	Manatee Avenue	18.0	East Mayport	23.9
Hogan	6.1	Cashens	19.2	Mayport	25.4

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East Palatka to San Mateo.

East Palatka	0.0	Howard's Ridge	2.6		
San Mateo Junction	1.4	San Mateo	4.1		

East Palatka to Palatka.

East Palatka	0.0	Water Street, Palatka	2.1	Palatka Station	2.7
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Maytown to Okeechobee

Maytown	0.0	Salofka	41.9	Yeehaw	88.9
St. Johns River.....	5.5	Tohopkee	47.7	Osowaw	95.3
Geneva	11.6	Holopaw	54.0	Fort Drum	101.5
Chuluota	18.5	Illahaw	62.5	Hilolo	105.7
Lake Pickett	21.6	Nittaw	67.5	Efaw	110.3
Bithlo	24.9	Kenansville	72.8	Opal	114.5
Pocataw	29.9	Apoxsee	79.0	Okeechobee	121.9
Wewahootee	34.3	Lokosee	82.5		

TAMPA & GULF COAST RAILWAY

Tampa to St. Petersburg

Tampa	0.0	Tarpon Springs Junction.....	15.4	Baskin	38.3
Ybor City	1.6	Bridgeport	23.7	Woodrow	39.4
Gary	2.7	Espiritu Santo Springs.....	26.0	Oakhurst	42.2
Parker	5.3	Dellwood	27.3	Seminole	43.4
Hardee	5.8	Coachman	29.2	Tyrono	46.5
Gulf Coast Junction.....	7.7	Clearwater	33.7	Davista	49.1
Sulphur Springs	8.0	Bellaire	35.0	Gulfport	51.3
Goldstein	10.4	Largo	36.9	St. Petersburg	54.8
Lake View	11.5	Annona	37.0		

Tarpon Springs Junction to Tarpon Springs

Tarpon Springs Junction.....	0.0	Cosme	5.1	Kimbrough	15.2
Lynn	1.0	Lake Fern	8.6	Lake Villa	18.5
Spivey	1.9	Gulf Pine	10.3	Tarpon Springs	21.5
Citrus Park	2.8	Keystone Colony	13.8		

Lake Villa to Port Richey

Lake Villa	0.0	Elfers	4.6		
Sans Souci	4.0	Port Richey	8.1		

LAKE HANCOCK & CLERMONT RAILROAD.

Carters	0.0	Archbold	8.0	Lake Agnes	15.0
Lehman	5.0	Morse	10.0	Nettie	24.0

FELLSMERE RAILROAD.

Sebastian	0.0	Kitching	3.7	Fellsmere	9.9
		River Bridge	5.4		

FLORIDA, ALABAMA & GULF RAILROAD.

Galliver	0.0	Baker	6.0	Mountain City	20.0
Givens Junction	9.0	Blackman	15.0	Faleo, Ala.	25.0
Hilton	10.0	Blackman Junction	16.0		

OCALA & SOUTHWESTERN RAILROAD.

Ocala	0.0	Ray	6.0		
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BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

Chipley to South Port.

Chipley	0.0	Macom	16.0	River Side	22.0
Washington	5.0	Tiller	19.0	Lake Meriel	30.0
Everett	8.5	Greenhead	20.5	Vicksburg	34.5
Wausau	11.0	Gothie	27.0	South Port	38.0

GULF, FLORIDA AND ALABAMA RAILWAY.

Pensacola	0.0	Cantonment	17.9	Earnestville	34.5
West Pensacola	3.7	Muscogee	21.82	McKinnonville	35.9
Goulding Spur	5.7	Gateswood Junction	25.2	Buck Eye	41.9
Roberts	13.3	Barrineau Park	28.6	Walnut Hill	43.5
Gonzales	15.1	Tenile	31.8	Pine Forest	47.3

STANDARD & HERNANDO RAILROAD.

Chatmar, A. C. L. Connection	0.0	Florida Power Co. Spur.....	11.0	Station A	8.0
Rockwell	1.0	Inglis	14.0	Station B	11.0
Station A	6.0	S. Dunnellon, S.A.L. Connect'n	0.0	Florida Power Co.'s Spur.....	13.0
Station B	9.0	Rockwell	3.5	Inglis	16.0

MELROSE RAILROAD

Davis Siding	0.0	Melrose	6.5		
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EAST AND WEST COAST RAILWAY.

Bradenton	0.0	St. Claire	21.4	Tryon	42.4
Bradenton Junction	1.0	Parnelee	24.5	Nocatee Junction	44.1
Manatee	1.3	Myakka City	28.5	Belgium	47.0
East Manatee	3.2	East Myakka	29.4	Arcadia	50.3
Alsace	5.1	Parktoyn	35.2		
Lorraine	11.7	Pine Level	40.6		

MADISON SOUTHERN RAILWAY.

Madison	0.0	Lillian	5.0	aco	7.0
Weston	4.0	Alamo	6.0		

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE
STATE OF FLORIDA BY THE FLORIDA RAILWAY.***

(Two-Foot Gauge.)

DISTANCES—10 MILES AND UNDER.

Per Hundred Pounds															
1 25	2 22	3 21	4 16	5 15	6 14	A 11	B 09	C 08	D 07	H 16	K 07	R 05			
Per Bbl.	—Per Ton—			—Per Carload—				—Per Crate—							
F 13	L 75	M 1.00		N 3.00		O 3.50		P 2.75		G 13		V 10			

*Note—See "Handling Charges for Loading and Unloading."

COMMODITY RATES.*

DISTANCES—10 MILES AND UNDER.

Applying on—

PHOSPHATE ROCK: Rate.

Washed and dried, unground, minimum consignment (a) 12 tons.....15c per ton

Mine-run rock and debris from mine to washer, minimum consignment (a) 18 tons.....11.6c per ton

Ground or pulverized, minimum consignment (a) 15 tons—in sacks or barrels.....37.5c per ton

Same, in bulk, minimum consignment (a) 12 tons, 42c per ton

LIMESTONE:

Rough quarried, from quarry to crusher or kilns, minimum consignment (a) 18 tons.....11.6c per ton

Crushed, for building purposes, minimum consignment (a) 15 tons.....30c per ton

Crushed, for use in paving for municipalities or counties, minimum consignment (a) 30 tons.....12c per ton

Ground or pulverized, for land dressing, minimum consignment (a) 15 tons, in sacks or barrels....37.5c per ton

Same, in bulk.....41c per ton

BALLAST:

Crushed stone or rubble, for use as ballast, minimum consignment (a) 30 tons.....12c per ton

SAND:

Minimum consignment (a) 18 tons.....12c per ton

LUMBER.....\$1.16 per carload

TIES:

Railroad cross-ties, minimum consignment (a) 24,000 pounds8c per tie

WOOD:

For fuel (including slabs and sawmill waste), cut to lengths not exceeding 4 ft., minimum consignment of carload calculated at 2 cords for every 64 sq. ft. of car floor space, and proportionately.....40c per cord

COTTON:

Pressed, in bales5c per Cwt.

POTATOES:

In barrels or sacks, minimum shipment of 600 pounds10c per Cwt.

CANTALOUPES AND PEACHES AND FRUITS, N. O. S.

VEGETABLES:

Packed in standard crates.....5c per crate

PQULTRY:

Live, in coops or crates, minimum 100 lbs.....20c per Cwt.

EGGS:

Packed in shipping cases.....10c per case

PEARS:

In standard crates.....5c per crate
In barrels12½c per barrel

SYRUP:

Cane syrup, contained in tin cans or glass, packed in boxes (c)12c per Cwt.

NOTES.

*Commodity rates will only apply where shipper loads and consignee unloads, and where the railway loads or unloads or transfer to or from standard gauge cars of another line, an extra charge will be made. See "Handling Charges for Loading and Unloading."

(a) The term "minimum consignment" relates to one entire and complete consignment offered for movement at one time and for a specific date, and will not cover continuing shipments extending over several days.

(b) Charge for carriage of lumber includes free carriage of all necessary stanchions, strips and nails or wire furnished by shipper for standard gauge cars to which any transfer is made.

(c) In estimating weight, the gallon contents will be taken at 12½ lbs. per gallon, as including weight of container and packing box.

Minimum Charge on Single Shipment.

Unless otherwise specified, single charge will not be less than 15c.

Bulky Freights.

Freight in single pieces weighing 10,000 pounds or more, and articles too long, too high or too bulky to be loaded on or into cars of the railway will not be accepted.

Minimum Carload Weights.

Lumber	5,500 pounds
Classes N and O.....	8,000 pounds
N. O. S. (storage capacity of car up to).....	10,000 pounds

Wherever a per ton rate is named in this Order it is understood to mean per ton of 2,000 pounds.

Handling Charges for Loading and Unloading.

No charge for terminal handling will be made on shipments delivered by consignors in stations or cars and received by consignees from cars, platforms or stations; but for transferring to or from cars of standard gauge line an extra charge will be made for handling—as not included in or being any part of the transportation service or rate—as follows:

On shipments that do not exceed 2,000 pounds in item weight and subject to a minimum charge of 1c for a single consignment:

Classes 1 to H and K and R.....	1c per Cwt.
F	1c per barrel.
N and O.....	10c per ton.
P	3/4c per Cwt.
V and G.....	1/2c per package.

Commodities.

PHOSPHATE ROCK,
LIMESTONE,
BALLAST,
SAND:

For use of dump or hoist and dumping over chute into cars 1c per ton

When dumped into box cars of standard gauge and shoveled back..... Cost, plus 10%

LUMBER:

Unloading from railway cars and transfer to standard gauge cars over skids..... 25c per M. ft. B. M.

For such charge the railway company will also supply stanchions and strips or wire furnished (with fastenings) by shipper or line owning such standard gauge car; but in no case will the railway assume responsibility for the quality of such stanchions, strips, wire or fastenings, or for re-placement of same or for re-loading when due thereto.

TIES..... 1 1/2c per tie

WOOD..... 10c per cord

OTHER COMMODITIES:

On unit upon which commodity rates are applied..... 1c

Demurrage.

The demurrage rules prescribed by the Railroad Commission of the State of Florida are modified so as to make said rules applicable to this line at 40% of the figures stated in such rules in relation to time and charges.

Forwarding.

The Florida Railway will act as agent for consignor or consignee (when so authorized and empowered) for the delivery of shipping orders to or receiving freight bills for intrastate shipments from any common carrier with which it connects; but it will not issue through bills of lading, or handle upon through or interline billing or consignment; nor will it be responsible for demurrage or per diem charges for equipment of other lines to or from which (as independently of its own carriage) it undertakes to make transfer or deliveries for its patrons.

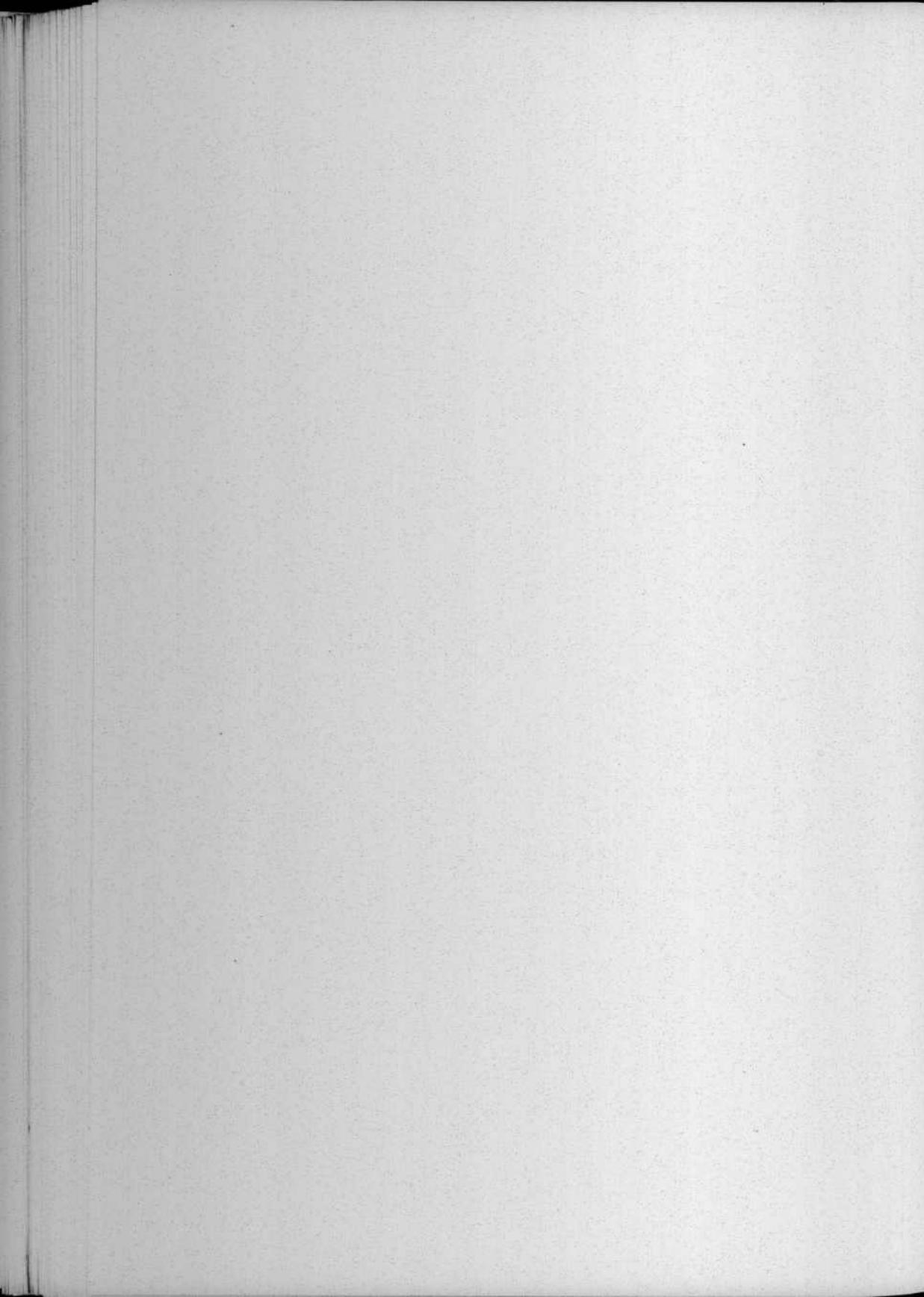
Extra Line Agencies.

For the accommodation of shippers, agencies for the prepayment or collection of freight charges have been established at the offices of the Florida Railway Company at Live Oak, Mayo and Perry, Florida.

In re Rule 19 of the Rules Governing the Transportation of Freight:

This rule does not apply to freight handled over the line of the Florida Railway.

STATISTICS



SOUTHERN EXPRESS COMPANY.

GENERAL OFFICES, CHATTANOOGA, TENN.

STATEMENT OF RECEIPTS AND EXPENSES ON INTRASTATE BUSINESS IN THE STATE OF FLORIDA, FOR THE YEAR ENDED JUNE 30TH, 1915.

Receipts \$757,704.57

EXPENSES:

Transportation	\$403,174.60
Loss and Damage.....	13,388.05
General Salaries and Expenses..	36,299.84
General Expenses.....	10,831.26
Stationery and Supplies.....	7,268.77
Managers' and Superintendents' Salaries and Expenses.....	5,356.45
Route Agents' Salaries and Ex- penses	7,091.95
Messengers' Salaries	27,039.41
Office Salaries and Expenses....	148,092.30
Commissions—Intrastate	52,708.47
Transfer Expenses	16,541.90
Property—Depreciation	1,485.87
Taxes	18,942.67
	—\$748,221.54
Gain	\$ 9,483.03

STATE OF TENNESSEE, COUNTY OF HAMILTON.

Personally appeared before me, H. T. Kropp, General Auditor of the Southern Express Company, personally known, who makes oath that the above statement is true and correct, to the best of his knowledge and belief.

H. A. KROPP, General Auditor.

Subscribed and sworn to before me this 23rd day of October, 1915.

(Seal.) MARCUS SCHWARTZ, Notary Public.

THE PULLMAN COMPANY.

STATEMENT OF RECEIPTS AND EXPENSES ON INTRASTATE BUSINESS IN THE STATE OF FLORIDA, FOR THE YEAR ENDED JUNE 30TH, 1915.

Gross Revenue.....	\$334,069.68
Expenses (Estimated)—	
Maintenance	\$137,025.20
Conducting Car Operations...	116,536.24
General Expenses.....	11,354.71
Taxes (actual)	22,397.25
Total Expenses	\$287,313.40
Net Revenue.....	\$ 46,756.28

The accounts of the company, as required to be kept by the Interstate Commerce Commission, do not contain an apportionment of expenses to each State, and the above statement of expenses, except as to the item of taxes, is an estimate based on the average expenses per car. This estimate does not contain a proportion of the extraordinary provision for depreciation made necessary by reason of the rapid replacement of cars of wooden construction by those of steel construction. This provision is later made up after adjustment of the year's accounts, and hence is charged in profit and loss account, although really an expense. This would considerably increase the expenses and reduce the amount of net revenue.

A. S. WEINSHEIMER, Secretary.

STATE OF ILLINOIS, {
COUNTY OF COOK, { ss.

A. S. Weinsheimer, being duly sworn, says that he is Secretary of The Pullman Company, and that the foregoing statement and report, made up from the records of the company, is true to the best of his knowledge, information and belief.

A. S. WEINSHEIMER.

Subscribed and sworn to before me this 12th day of November, 1915.

(Seal.) L. M. GREENLAW, Notary Public.

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TELEPHONE COMPANIES IN FLORIDA.

Class "A" Companies.

Name.	Business Address.	Location of Exchanges.	No. of Subscribers 6-30-15.	No. of Subscribers 12-31-15.	Gross Receipts Year 1915.	Net Revenues Year 1915.
Peninsular Tel. Co.....	Tampa, Fla.....	Bartow	387	432	\$ 10,407.06	\$ 3,365.11
(NOTE—Depreciation Reserve included in Entire System. Figures only.)		Bradenton	698	735	24,772.70	6,519.31
		Palmetto	367	395		
		Clearwater				
		Largo	410	401	10,816.28	1,052.43
		Lakeland	733	845	15,509.21	5,469.20
		Mulberry	103	113	2,617.88	497.53
		Plant City	392			
		Zephyr Hills	7	463	9,639.26	2,941.86
		Sarasota	280	311	6,316.45	1,061.30
		Tampa				
		Port Tampa	5,223	5,744	172,355.45	89,104.56
		West Tampa				
		Tarpon Springs	220	209	5,564.59	1,903.11
		Toll Lines			54,923.09	30,907.98
		Entire System	8,820	9,648	\$ 312,922.39	\$ 27,988.02
Southern Bell Tel. & Tel. Co.....	Savannah, Ga.....	Fernandina	196	164	\$ 8,057.57	\$ 2,412.23
		Gainesville	616	618	20,935.53	4,808.65
		Green Cove Springs	143	145	4,681.86	1,484.15
		Jacksonville	7,518	7,570	385,883.16	52,512.24

Key West	560	627	17,744.18	1,202.06
Lake City	269	258	7,583.98	1,392.01
Micanopy	243	121	2,587.79	731.88*
Pablo Beach	29	11	1,274.43	376.12*
Palatka	408	418	17,389.66	4,605.49
Pensacola	1,829	1,795	86,218.65	33,883.33
St. Augustine	454	837	18,610.42	5,985.40
Chipley	142	153	No record kept by the	
Graceville	45	40	Florida Telephone Co.	
Lynn Haven .....	.....	56	Transferred 12-11-15.	
St. Andrews	48	46		
Geneva	43	40	569.25†	111.15*†
Oveido	35	29	449.58†	71.98*†
Sanford	408	419	8,324.32†	1,420.73*†
Toll System .....	.....	.....	38,576.52	11,205.77*
Entire System in Fla.....	12,986	13,347	\$ 618,886.90	\$ 94,367.93

† Eight Mouths.

* Deficit.

Class "B" Companies.

TELEPHONE COMPANIES IN FLORIDA—Continued.

Name.	Business Address.	Location of Exchanges.	No. of Subscribers 6-30-15.	No. of Subscribers 12-31-15.	Gross Receipts Year 1915.	Net Revenues Year 1915.
Home Telephone Co.....	Jacksonville, Fla.	Jacksonville	3,774	3,778	\$ 55,743.89	\$ 25,442.75*
Class "C" Companies.						
Automatic Tel. Co.....	Key West, Fla.....	Key West .....	.....	.....	.....	.....
Brevard Co. Tel. Co.....	Indianola, Fla	Cocoa	163	167		
		Fort Pierce	207	224		
		Jensen	50	47		
		Melbourne	77	74		
		New Smyrna	136	138		
		Titusville	98	101		
DeLand Tel. Co.....	DeLand, Fla.	DeLand	375	446	10,489.58	1,508.55
Last Fla. Tel. Co.....	Daytona, Fla.	Daytona	454	473	12,612.95	933.49
East Fla. Tel. Co.....	Gainesville, Fla.	Dunnellon	12	48		
		Gainesville	89	101	11,432.92	1,633.76*
Fla. Tel. Co.	Live Oak, Fla.	Jasper	146	95		
		Jennings	23	14	4,862.36	308.86
		White Springs	104	74		
		Mayo	43	46	1,333.02	49.33*

		Branford	29	29	{	12,634.44	892.16*
		Live Oak	410	312			
		Obrien	52	45			
Miami Tel. Co.....	Miami, Fla.	Miami	905	1,058	38,917.11	6,326.14	
Ocala Tel. Co.....	Ocala, Fla.	Ocala	640	511	19,854.38	2,749.60	
Orlando Tel. Co.....	Orlando, Fla.	Orlando	814	886	22,513.50	1,662.14	
Scott Tel. Co.....	Arcadia, Fla.	Arcadia	440	460	11,978.47	3,231.08	
		Avon Park	50	50	1,525.56	668.96	
		Bowling Green	46	46	{	8,127.56	2,066.88
		Wauchula	206	204			
Southern Tel. & Const. Co.	Tallahassee, Fla.	Tallahassee	428	461	16,153.30	3,757.37	
West Coast Tel. Co.....	St. Petersburg, Fla....	St. Petersburg	1,127	1,304	29,926.64	9,286.43	
West Palm Beach Telephone Co.	West Palm Beach, Fla.	Delray	58	44	{	17,422.80	830.08
		Stuart	37	45			
		West Palm Beach.....	354	384			

* Deficit.

TELEPHONE COMPANIES IN FLORIDA—Continued.

Class "D" Companies.

Name.	Business Address.	Location of Exchanges.	No. of Subscribers 6-30-15.	No. of Subscribers 12-31-15.	Gross Receipts Year 1915.	Net Revenues Year 1915.	
						No. Record	No. Record
Alachua Tel. Co.	Alachua, Fla.	Alachua	90	70	No Record		
Apalachicola El.							
Lt. & Tel. Co.	Apalachicola, Fla.	Apalachicola	103	91	\$ 2,694.10	\$ 807.02	
Apopka Tel. Co.	Apopka, Fla.	Apopka	92	89	2,117.12	216.63	
Baker County Tel. Co.	Maccleenny	Maccleenny, Fla.	56	46	387.00	191.50	
Barfield Tel. Co.	Altha, Fla.	Altha	50	58	No Record	No Record	
Bonifay Tel. Co.	Bonifay, Fla.	Bonifay	131	131	2,537.82	1,064.16	
Bradford County Tel. Co.	Brooker, Fla.	Brooker		40	622.50	277.50	
Bristol Tel. Co.	Bristol, Fla.	Bristol	17	18	50.80	124.20*	
Bunnell Tel. Co.	Bunnell, Fla.	Bunnell	53	54	875.22	821.12	
Callahan Tel. Co.	Callahan, Fla.	Callahan	41	50	1,002.00	337.50	
Carrabelle Tel. Co.	Carrabelle, Fla.	Carrabelle	38	35	782.53	368.73	
Citra Telephone Co.	Citra, Fla.	Citra	10				
Clermont Tel. Co.	Clermont, Fla.	Clermont	30	44	432.00	207.00	
Cottondale Tel. Co.	Cottondale, Fla.	Cottondale	74	66	1,287.00	339.00	
Crescent City Tel. Co.	Crescent City, Fla.	Crescent City	80	63	1,632.00	702.00	
Crystal River Tel. Co.	Crystal River, Fla.	Crystal River	39	41	900.00	440.00	
Dade County Tel. Co.	Homestead, Fla.	Homestead	150	150	3,729.52	48.24*	
Daytona Tel. Co.	Daytona, Fla.	Toll Only			793.44	215.34	
DeFuniak Springs Telephone Co.	DeFuniak Springs, Fla.	DeFuniak Springs	155	122	{ 3,653.38	69.20	
		Laurel Hill	32	22			

DeSoto County

Telephone Co.	Punta Gorda, Fla.	Punta Gorda	129	134	2,733.96	82.03
Enterprise Tel. Co.	Enterprise, Fla.	Enterprise	7	7	198.59	10.50*
Everglades Tel. Co.	Davie, Fla.	Davie	16	17	676.30	223.68
Florida Tel. Co.	Gainesville, Fla.	Brooksville	153	157	4,100.81	42.33*
Fort Lauderdale						
Telephone Co.	Ft. Lauderdale, Fla.	Ft. Lauderdale	112	116	2,389.75	830.40
Fort Meade Tel. Co.	Ft. Meade, Fla.	Ft. Meade	205	209	4,404.00	993.50
Gulf Telephone Co.	Perry, Fla.	Greenville	47	38	6,348.46	1,853.05
Gulf Telephone Co.	Freeport, Fla.	Freeport	16	7	No Record	No Record
Gulf Tel. & Tel. Co.	Milton, Fla.	Milton	167	168	7,207.45	650.03*
Hastings Tel. Co.	Hastings, Fla.	Hastings	115	126	3,101.88	1,33.74
Highland Tel. Co.	Haines City, Fla.	Dundee	26	21		
		Frostproof	55	62	3,558.29	113.43
		Haines City	32	32		
		Lake Wales	25	32		

* Deficit.

High Springs

Telephone Co.	High Springs, Fla.	High Springs	66	74	630.39 [†]	317.39 [†]
Interlachen Tel. Co.	Interlachen, Fla.	Interlachen	25	32	501.00	126.77
Interstate Tel. Co.	Atapulgus, Ga.	Havana	67	62	2,023.75	1,126.45
Kissimmee Tel. Co.	Kissimmee, Fla.	Kissimmee	385	423	9,412.72	2,987.51
Lake Butler Tel. Co.	Lake Butler, Fla.	St. Cloud		96		
Lake County Tel. Co.	Eustis, Fla.	Lake Butler	86	103	2,790.46	315.79
		Dade City	217	175		
		Eustis	129	166		
		Groveland	15	15	8,510.25	2,128.51
		Mt. Dora	21	43		
		Tavares	61	46		

TELEPHONE COMPANIES IN FLORIDA—Continued.

Class "D" Companies—(Continued).

Name.	Business Address.	Location of Exchanges.	No. of Subscribers 6-30-15.	No. of Subscribers 12-31-15.	Gross Receipts Year 1915.	Net Revenues Year 1915.
Lake Helen Tel. Co.	Lake Helen, Fla.	Lake Helen	27	27	No Record	No Record
Lake Region Tel. Co.	Winter Haven, Fla.	Auburndale	25	30	No Record	No Record
Lee County Tel. Co.	Fort Myers, Fla.	Winter Haven	300	307	7,925.22	1,577.67
Leesburg Tel. Co.	Leesburg, Fla.	Ft. Myers	284	292	6,163.06	532.72
Little River Tel. Co.	Wellborn, Fla.	Leesburg	235	271	1,530.19	25.13*
McIntosh Tel. Co.	McIntosh, Fla.	Wellborn	89	80	1,845.07	1,000.00
Madison Tel. Co.	Madison, Fla.	McIntosh	107	116	3,978.00	1,992.00
Magill Tel. Co.	LaBelle, Fla.	Madison	178	144	303.00	178.50
Malone Tel. Co.	Malone, Fla.	LaBelle	19	22	472.67	97.67
Marianna Tel. Co.	Marianna, Fla.	Malone	36	36	6,212.97	737.97
Molino Tel. Co.	Molino, Fla.	Marianna	227	234	810.00	88.00
Monticello Tel. Co.	Monticello, Fla.	Molino	37	41	3,279.00	1,229.00
Montverde Tel. Co.	Montverde, Fla.	Monticello	157	152	.....	.....
Noma Tel. Co.	Noma, Fla.	Montverde	11	.....	1,170.60	840.00
Osceola Tel. Co.	St. Cloud, Fla.	Noma	60	54	603.91	337.00*
Ponce de Leon Telephone Co.	Ponce de Leon, Fla.	St. Cloud, Fla.	22	27	1,972.90	1,477.35
Quincy Tel. Co.	Madison, Fla.	Ponce de Leon	355	362	9,374.46	1,591.13
Riverside Tel. Co.	Blountstown, Fla.	Quincy .....	.....	28	403.25\$	140.72*\$

Ruskin Tel. Co.....	Ruskin, Fla.	Ruskin	21	14	530.66	188.71
St. Andrews Bay Telephone Co.	Panama City, Fla.	Panama City	107	110	2,988.36	602.75
Sorrento Tel. Co.....	Sorrento, Fla.	Sorrento	8	9	223.25	67.85
Starke Tel. Co.....	Starke, Fla.	Starke	125	115	1,755.29‡	864.17‡
Filton Tel. Co.....	Geneva, Ala.	Toll Lines only.....	....	....	....	....
Umatilla Tel. Co.....	Umatilla, Fla.	Umatilla	117	149	1,641.44	83.44
Weirsdale Tel. Co.....	Weirsdale, Fla.	Weirsdale	15	19	545.67	181.75
Williston Tel. Co.....	Williston, Fla.	Williston	53	59	1,580.19	326.30
Winter Park Tel. Co.....	Winter Park, Fla.	Winter Park.....	99	96	2,379.00	727.00

* Deficit.

§Three Months.

† Four Months.

‡ Five Months.

RECAPITULATION OF TELEPHONE COMPANIES.

Name.	Class "A."	Class "B."	Class "C."	Class "D."	Grand Total.
Number of Companies.....	2	1	13	63	79
Number of Exchanges.....	32	1	30	71	135
Number of Subscribers 6-30-15.....	21,806	3,774	7,573	6,336	39,489
Number of Subscribers 12-31-15.....	22,995	3,778	7,887	7,115	41,236
Total Gross Receipts Year 1915..... (Florida Business.)	\$931,809.29	\$ 10,743.89	\$239,048.74	\$139,922.55	\$ 1,366,524.57
Total Net Revenues Year 1915..... (Florida Business.)	\$122,355.95	\$ 25,442.75*	\$ 35,275.21	\$ 30,295.28	\$162,483.69

* Deficit.

TELEGRAPH COMPANIES IN FLORIDA.

Name.	Business Address.	Florida Business Only.	
		Gross Reselpts Year 1915.	Net Revenues Year 1915.
Postal Telegraph-Cable Co.....	Atlanta, Ga.	\$ 98,589.66	\$ 2,265.52
Western Union Telegraph Co.....	Jacksonville, Fla.	205,032.85	35,545.63
Total Florida Business for the Two Companies		\$ 303,622.51	\$ 37,811.15

OFFICIAL NAMES OF WATER TRANSPORTATION COMPANIES AND LOCATION OF OFFICES.

NAME OF LINE.	LOCATION OF OFFICES.	PLACE OF OPERATION.
Callahan Line	Bainbridge, Ga.....	Operates Steamers between Bainbridge and Apalachicola, and from Cut Off, Fla., to Look and Trimble Shoals.
Clyde Line Steamship Co.....	Jacksonville, Fla.....	Operates Steamers between Jacksonville and Sanford.
Gulf and Atlantic S. S. Co.....	Fort Myers, Fla.	Operates Steamers between Fort Myers and Ft. Denaud, Fla.
Hiscock's Mail Line.....	Palatka, Fla.	Operates Steamers Palatka to Drayton Island, and Palatka to Riverdale.
Jacksonville & Mayport Steamboat Co.	Jacksonville, Fla.	Operates Steamer between Jacksonville and Green Cove Springs.
Kinzie Brothers Steamship Line.....	Fort Myers, Fla.....	Operates Steamers from Fort Myers to Captiva, Usepa and Sanibel Island.
Koreshan Unity Transportation Line..	Estero, Fla.	Operates between Estero and Fort Myers.
Menge Brothers Steamboat Line.....	Fort Myers, Fla.	Operates Steamers between Fort Myers and Alva, Denaud, LaBelle and Buckingham.

OFFICIAL NAMES OF WATER TRANSPORTATION COMPANIES AND LOCATION OF OFFICES—Continued.

NAME OF LINE.	LOCATION OF OFFICES.	PLACE OF OPERATION.
Merchants & Planters Steamboat Line.	Columbus, Ga.	Operates Steamer between Columbus, Ga., and Apalachicola, Fla.
Mills Steamboat Line	Conner, Fla.	Operates Steamer between Silver Springs, Conner and Palatka, Fla.
Pensacola, St. Andrews & Gulf S.S. Co.	Pensacola, Fla.	Operates Steamer from Pensacola to Mobile, Ala., Pensacola to St. Andrews, Panama City, Millville and Apalachicola.

REVENUES AND EXPENSES OF WATER TRANSPORTATION COMPANIES OPERATING IN FLORIDA FOR
THE YEAR ENDING DECEMBER 31, 1915.

NAME OF COMPANY.	REVENUES.			EXPENSES.			Net Operating Revenue Or Deficit.
	Total Gross Receipts All Boats.	Total General Office Revenues.	Total Revenues For Year.	Total Expenses All Boats.	Total General Office Expenses.	Total Expenses For Year.	
Callahan Line	\$ 34,808.65	\$ 307.43	\$ 35,116.08	\$ 27,115.45	\$ 7,332.37	\$ 34,447.82	\$ 668.26
Clyde Steamship Co.	109,152.96	595.00	109,747.96	83,691.39	20,612.82	104,304.21	5,443.75
Gulf & Atlantic S. S. Co.	1,205.12	.....	1,205.12	725.12	92.61	817.73	387.39
Hiscock's Mail Line	10,316.77	.....	10,316.77	3,760.00	.....	3,760.00	6,556.77
Jacksonville & Mayport Steamboat Co.	17,390.73	.....	17,390.73	14,027.62	5,000.00	19,027.62	*1,636.89
Kinzie Brothers Steamer Line	23,850.40	14,235.13	38,085.53	16,644.42	13,875.36	30,519.78	7,505.75
Koreshan Unity Transportation Line ..	2,715.88	.....	2,715.88	2,481.00	.....	2,481.00	234.88
Menge Brothers Steamboat Line	38,827.22	.....	38,827.22	19,208.65	11,484.37	30,693.02	8,134.20
Merchants & Planters Steamboat Co.	38,396.64	.....	38,396.64	32,908.32	4,417.49	37,325.81	1,070.83
Mills Steamboat Line	1,822.23	.....	1,822.23	1,658.76	83.00	1,741.76	80.47
Pensacola, St. Andrews & Gulf S.S. Co.	76,399.88	1,477.78	77,877.66	50,082.94	13,110.75	63,193.69	14,683.97
Total	\$354,886.48	\$ 16,615.34	\$371,501.82	\$252,303.67	\$ 76,008.77	\$328,312.44	\$ 43,189.38

* Deficit.

MILEAGE OF RAILROADS IN FLORIDA FOR YEAR ENDING JUNE 30, 1915.

NAME OF ROAD.	LINE OWNED.						Total Mileage Operated All Tracks.	New Line Constructed During Year
	Miles of Main Line.	Miles of Second Track.	Miles Yard Track and Sidings.	Miles of Branches and Spurs.	Line of Proprietary Companies.	Line Operated Under Lease		
Apalachicola Northern	102.02	.....	7.30	.....	.....	.....	109.32	.....
Atlanta and St. Andrews Bay	66.00	.....	4.50	2.38	.....	.....	72.88	.....
Atlantic Coast Line.....	947.36	36.58	335.59	686.44	.....	.....	2,016.42	30.67
Birmingham, Columbus & St. Andrews	19.25	.....	3.79	.....	.....	.....	18.75	41.79
Charlotte Harbor and Northern.....	96.44	.....	18.64	14.19	.....	.....	4.49	133.76
East and West Coast.....	51.10	.....	.75	.....	.....	.....	.....	51.85
Fellsmere Railroad	9.83	.....	1.34	.....	.....	.....	.....	11.17
Florida, Alabama and Gulf.....	20.00	.....	.34	.....	.....	.....	.....	20.34
Florida East Coast.....	522.00	.....	127.46	216.97	.....	5.00	.79	872.22
Florida Railway	52.00	.....	2.00	7.00	.....	.....	.....	61.00
Georgia, Florida and Alabama.....	73.07	.....	8.28	11.23	.....	.....	.....	92.58
Georgia and Florida.....	13.38	.....	2.11	.....	.....	.....	.....	15.49
Georgia Southern and Florida.....	152.36	.....	22.36	.....	.....	.....	3.39	178.11
Gulf, Florida and Alabama.....	45.13	.....	11.32	.....	.....	.....	.....	56.45
Jacksonville Terminal Co.....	4.83	.....	26.33	.....	.....	.....	.....	31.16
Live Oak, Perry and Gulf.....	62.85	.....	6.87	21.03	.....	.....	.....	90.75
Louisville and Nashville.....	216.75	2.32	62.17	28.70	.....	.....	3.53	313.47
Madison Southern	6.70	.....	.80	.....	.....	.....	.....	7.50
Marianna and Blountstown.....	28.56	.....	.99	.....	.....	15.00	.....	44.55

Ocala Northern	45.50	.....	.70	.....	.....	.....	7.78	53.98	.....
Ocala and Southwestern.....	6.00	.....	.29	.....	.....	6.00	11.00	23.20	.....
Pensacola, Alabama and Tennessee.....	15.30	.....	.55	.....	.....	.....	.....	15.85	.....
Pensacola and Perdido.....	8.00	.....	2.05	.....	.....	.....	.....	10.65	.....
Seaboard Air Line.....	956.56	1.32	227.65	62.55	.....	.....	1.46	1,249.54	25.59
South Georgia	12.41	.....	1.72	.....	.....	31.00	.....	45.13	.....
St. Johns River Terminal Co.....	7.66	.....	24.45	.....	.....	.....	.....	32.11	.....
Standard and Hernando.....	34.21	.....	9.03	.....	.....	.....	.....	43.24	.....
Tampa and Gulf Coast.....	47.10	.....	3.83	29.00	.....	.....	7.70	87.63	21.10
Tampa and Jacksonville.....	56.00	.....	2.00	.....	.....	.....	.....	58.00	.....
Tampa Northern	46.44	.....	14.14	12.30	.....	.....	2.57	2.70	78.15
Tavares and Gulf.....	30.47	.....	2.00	5.93	.....	.....	3.39	41.79	2.50
Tampa Union Station Co.....	1.65	.....	.....	.....	.....	.....	.....	1.65	.....
Port St. Joe Dock & Terminal Ry. Co.	.72	.....	.71	.....	.....	.....	.....	1.43	.....
Total.....	3,757.65	40.22	932.66	1,097.72	42.60	19.03	73.97	5,963.25	179.80

RAILWAY OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1915, STATE OF FLORIDA.

NAME OF COMPANY.	Freight	Passenger	Excess Baggage	Parlor and Chair Car	Mail
Apalachicola Northern	\$ 90,998.89	\$ 31,358.03	\$ 156.52	\$.....	\$ 5,970.68
Atlanta & St. Andrews Bay.....	68,219.46	60,912.25	494.54	.....	5,022.94
Atlantic Coast Line.....	4,693,101.78	2,203,752.35	25,125.38	.....	165,643.43
Birmingham, Columbus & St. Andrews.....	13,207.77	11,092.47	32.41	.....	1,655.70
Charlotte Harbor & Northern.....	293,731.49	45,738.25	257.95	.....	4,400.96
East & West Coast.....	1,879.62	1,509.15	1.65	.....	.....
Fellsmere Railroad	10,938.61	4,597.32	3.89	.....	428.35
Florida, Alabama & Gulf.....	18,530.78	3,316.77	5.53	.....	994.57
Florida, East Coast.....	2,736,598.34	1,904,927.80	21,091.45	.....	165,063.15
Florida Railway	26,889.90	18,332.73	.....	.....	2,185.61
Georgia, Florida & Alabama.....	65,795.43	44,918.06	472.86	.....	7,206.36
Georgia & Florida.....	11,731.26	4,266.48	26.06	.....	394.55
Georgia Southern & Florida.....	221,757.10	111,542.98	1,150.64	.....	18,050.27
Gulf, Florida & Alabama.....	29,125.80	10,164.62	53.80	.....	.....
Jacksonville Terminal Co.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	140,791.86	23,711.37	177.83	.....	958.82
Louisville & Nashville.....	887,955.31	389,683.22	4,956.41	561.65	27,098.00
Madison Southern	8,928.27	623.15	.....	.....	.....
Marianna & Blountstown	28,918.89	9,747.14	76.32	.....	1,818.71
Ocala Northern	24,051.12	9,885.52	.....	.....	1,901.16
Ocala & Southwestern	10,556.48	.....	.....	.....	.....
Pensacola, Alabama & Tennessee.....	1,005.63	208.40	.....	.....	.....
Pensacola & Perdido.....	6,037.40	1,111.11	.....	.....	344.07
Seaboard Air Line.....	2,793,018.30	1,477,435.36	14,667.97	764.15	88,657.02
South Georgia	34,240.12	21,461.15	94.32	155.63	2,595.75
St. Johns River Terminal Co.....	.....	.....	.....	.....	.....

Standard & Hernando.....	20,894.37	542.56	.....	.....	478.29
Tampa & Gulf Coast.....	122,994.15	55,317.96	311.88	.....	3,001.11
Tampa & Jacksonville.....	60,441.80	3,735.67	2.85	.....	846.17
Tampa Northern	83,080.04	18,953.54	113.16	.....	2,527.98
Tavares & Gulf.....	31,114.15	1,365.22	.....	.....	1,475.00
Tampa Union Station Co.	.....	.....	.....	.....	.....
Port St. Joe Dock & Ry. Terminal Co.	1,101.34	.....	.....	.....	.....
Total.....	\$ 12,547,635.46	\$ 6,470,210.63	\$ 69,273.42	\$ 1,481.43	\$ 508,718.65

RAILWAY OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1915, STATE OF FLORIDA.
(Continued.)

NAME OF COMPANY.	Express	Other Passenger Train	Milk	Switching	Special Service Train	Other Freight Train
Apalachicola Northern	\$ 5,727.29	\$.....	\$.....	\$ 40.00	\$.....	\$.....
Atlanta & St. Andrews Bay	2,959.94	.....	.....	256.80	1,777.28	.....
Atlantic Coast Line	322,497.45	20,774.07	6.52	41,613.00	361.00	8.58
Birmingham, Columbus & St. Andrews	.....	.....	.....	.....	.....	.....
Charlotte Harbor & Northern	4,632.20	.....	.....	2,961.73	493.28	.....
East & West Coast	.....	.....	.....	.....	.....	.....
Fellsmere Railroad	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf	.....	.....	.....	.....	.....	.....
Florida East Coast	355,722.86	7,592.4	.....	62,505.07	3,138.00	.....
Florida Railway	3,182.89	.....	.....	.....	.....	.....
Georgia, Florida & Alabama	4,250.99	.....	.....	258.00	1,291.64	.....
Georgia & Florida	155.82	.....	.....	48.35	.....	.....
Georgia Southern & Florida	17,764.02	479.14	.....	909.00	.....	.....
Gulf, Florida & Alabama	.....	.....	9.99	1,019.00	.....	.....
Jacksonville Terminal Co.	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf	1,123.47	82.45	.....	.....	.....	.....
Louisville & Nashville	37,719.52	2,747.93	29.71	17,121.97	956.25	.....
Madison Southern	.....	.....	.....	161.00	.....	.....
Marianna & Blountstown	.....	.....	.....	.....	.....	.....
Ocala Northern	387.27	.....	.....	.....	.....	.....
Ocala & Southwestern	.....	.....	.....	132.00	.....	.....
Pensacola, Alabama & Tennessee	.....	.....	.....	.....	.....	.....
Pensacola & Perdido	.....	.....	.....	.....	.....	.....
Seaboard Air Line	169,950.13	898.18	384.81	58,955.91	1,267.60	32.37
South Georgia	365.65	164.70
St. Johns River Terminal Co.	53,638.70

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Standard & Hernando.....				74.00			
Tampa & Gulf Coast.....	3,289.96			76.00			
Tampa & Jacksonville.....	3,397.56			1,302.00	115.00		
Tampa Northern	1,165.69			1,160.00			
Tavares & Gulf.....	461.88						
Tampa Union Station Co.....							
Port St. Joe Dock & Ry. Terminal Co.....				1,390.00			
Total.....	\$ 934,754.59	\$ 32,574.24	\$ 431.03	\$ 243,787.23	\$ 9,400.05	\$ 40.95	

RAILWAY OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1915, STATE OF FLORIDA.
(Continued.)

NAME OF ROAD.	Total Rail-line Transportat'n Revenue.	Total Water-line Transportat'n Revenue.	Total Incidental Operating Revenue.	Total Joint-Facility Operating Revenue.	Total Railway Operating Revenue.
Apalachicola Northern	\$ 134,251.41	.....	\$ 7,083.79	\$.....	\$ 141,335.20
Atlanta & St. Andrews Bay	139,643.21	.....	2,071.68	.....	141,714.89
Atlantic Coast Line	7,472,883.56	.....	119,186.90	12,305.81	7,604,376.27
Birmingham, Columbus & St. Andrews	25,988.35	.....	280.34	.....	26,268.69
Charlotte Harbor & Northern	352,215.86	.....	3,448.68	.....	355,664.54
East & West Coast	3,380.42	.....	15.00	.....	3,395.42
Fellsmere Railroad	15,968.17	.....	751.71	.....	16,719.88
Florida, Alabama & Gulf	25,497.39	.....	96.37	.....	25,593.76
Florida East Coast	5,256,639.14	120,695.17	128,092.59	8,050.59	5,513,477.49
Florida Railway	50,591.13	.....	180.00	.....	50,771.13
Georgia, Florida & Alabama	127,412.41	.....	2,152.07	.....	129,564.48
Georgia & Florida	16,622.52	.....	121.14	.....	16,743.66
Georgia Southern and Florida	371,653.15	.....	2,753.85	47,638.64	422,045.64
Gulf, Florida & Alabama	40,372.21	.....	7,661.27	.....	48,033.48
Jacksonville Terminal Co. .....	.....	.....	29,135.82	.....	29,135.82
Live Oak, Perry & Gulf	166,845.80	.....	12,297.02	.....	179,142.82
Louisville & Nashville	1,368,829.97	.....	119,177.55	.....	1,488,007.52
Madison Southern	9,712.42	.....	.....	.....	9,712.42
Marianna & Blountstown	40,561.06	.....	482.60	.....	41,043.66
Ocala Northern	36,225.07	.....	894.70	.....	37,119.77
Ocala & Southwestern	10,688.48	.....	.....	.....	10,688.48
Pensacola, Alabama & Tennessee	1,214.03	.....	.....	.....	1,214.03

Pensacola & Perdido.....	7,492.58	1,740.43	9,233.01
Seaboard Air Line.....	4,606,031.80	215,532.57	4,831,744.83
South Georgia.....	59,077.32	6,565.05	65,642.37
St. Johns River Terminal Co.....	53,638.70	6,210.84	59,849.54
Standard & Hernando.....	21,989.22	64.35	22,053.57
Tampa & Gulf Coast.....	184,991.06	481.54	185,472.60
Tampa & Jacksonville.....	69,841.05	414.33	70,255.38
Tampa Northern.....	107,000.41	4,785.71	112,042.81
Tavares & Gulf.....	34,416.25	4,957.85	34,416.25
Tampa Union Station Co.....		1,360.86	4,957.85
Port St. Joe Dock & Ry. Rterminal Co.....	2,491.34		3,852.20
Total.....	\$ 20,814,165.49	\$ 120,695.17	\$ 21,691,289.46

RAILWAY OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1915, STATE OF FLORIDA.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Rail Line
Apalachicola Northern	\$ 34,364.88	\$ 24,204.74	\$ 4,733.26	\$ 43,237.49
Atlanta & St. Andrews Bay	30,545.05	23,691.25	3,476.34	36,287.78
Atlantic Coast Line	1,102,601.41	1,311,373.95	159,510.53	2,722,620.87
Birmingham, Columbus & St. Andrews	6,125.39	2,035.83	.....	7,211.32
Charlotte Harbor & Northern	165,664.31	83,141.21	12,301.89	139,841.52
East & West Coast	534.94	.....	105.95	813.25
Fellsmere Railroad	7,269.58	5,696.87	410.93	15,435.56
Florida, Alabama & Gulf (Entire Line)	6,618.98	1,638.96	644.89	9,715.14
Florida East Coast	697,683.39	678,191.51	103,825.79	1,653,866.31
Florida Railway	13,213.26	12,698.85	.....	20,077.02
Georgia, Florida & Alabama	35,769.39	30,095.77	7,337.16	66,467.38
Georgia & Florida	3,610.64	3,568.59	868.30	7,377.85
Georgia Southern & Florida	99,956.65	92,929.66	20,040.19	221,631.31
Gulf, Florida & Alabama	7,142.68	6,344.79	1,863.05	21,872.16
Jacksonville Terminal Co.	22,236.35	19,147.89	.....	107,576.73
Live Oak, Perry & Gulf	35,575.21	23,080.62	3,603.38	37,502.39
Louisville & Nashville	341,314.31	245,065.16	43,687.43	609,233.74
Madison Southern	1,462.63	2,458.07	.....	3,083.60
Marianna & Blountstown	9,532.49	5,606.26	87.07	10,337.10
Ocala Northern	7,728.75	5,774.95	1,055.36	11,880.73
Ocala & Southwestern	3,226.89	849.09	1,218.64	3,804.11
Pensacola, Alabama & Tennessee	497.51	220.82	.....	2,747.44
Pensacola & Perdido	2,395.73	198.20	.....	2,746.46
Seaboard Air Line	670,305.66	689,456.42	168,973.84	1,871,173.30
South Georgia	13,717.19	7,077.75	1,443.98	19,370.04
St. Johns River Terminal Co.	37,707.47	14,479.99	.....	114,202.97

Standard & Hernando.....	6,459.95	12,615.00	60.00	13,797.26
Tampa & Gulf Coast.....	30,746.41	12,339.93	3,340.79	55,063.63
Tampa & Jacksonville.....	19,036.77	10,973.50	1,629.79	25,407.38
Tampa Northern	22,099.06	75,325.98	165.94	42,888.33
Tavares & Gulf.....	10,572.79	1,473.40	1,674.28	11,550.62
Tampa Union Station Co.....	2,904.42	.....	.....	18,807.63
Port St. Joe Dock & Ry. Terminal Co.....	820.94	.....	44.74	110.85
Total.....	\$ 3,449,441.08	\$ 3,401,755.01	\$ 542,103.52	\$ 7,927,739.27

RAILWAY OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1915, STATE OF FLORIDA.

(Continued.)

NAME OF ROAD.	Transportation Water Line	Miscellaneous Operations	General Expenses	Total Railway Operating Expenses
Apalachicola Northern	\$	\$	\$ 14,383.10	\$ 120,923.47
Atlanta & St. Andrews Bay			10,537.03	104,537.45
Atlantic Coast Line	26,606.04		212,284.99	5,535,057.79
Birmingham, Columbus & St. Andrews			3,966.34	19,338.88
Charlotte Harbor & Northern			30,318.51	431,267.44
East & West Coast			987.26	2,441.40
Fellsmere Railroad				28,812.94
Florida, Alabama & Gulf			4,173.58	22,791.55
Florida East Coast	80,694.32	39,043.87	201,432.88	3,454,738.87
Florida Railway		2,160.90	4,782.00	52,932.03
Georgia, Florida & Alabama			14,097.38	153,767.08
Georgia & Florida			1,305.28	16,730.66
Georgia Southern & Florida		4,643.26	32,590.72	471,791.79
Gulf, Florida & Alabama			2,521.43	39,744.11
Jacksonville Terminal Co.			13,834.78	162,795.75
Live Oak, Perry & Gulf			9,455.03	109,216.63
Louisville & Nashville		2,855.11	40,651.29	1,282,807.04
Madison Southern			1,864.82	8,869.12
Marianna & Blountstown			3,134.55	28,697.47
Ocala Northern			12,605.32	39,045.11
Ocala & Southwestern			6,233.64	15,332.37
Pensacola, Alabama & Tennessee			2,063.59	5,529.36
Pensacola & Perdido			1,943.60	7,283.99
Seaboard Air Line		4,620.60	161,521.66	3,566,051.48
South Georgia			5,042.50	46,651.46
St. Johns River Terminal Co.			3,407.54	169,797.97

Standard & Hernando.....	.....	1,505.27	34,437.48
Tampa & Gulf Coast.....	.....	13,461.16	114,951.92
Tampa & Jacksonville.....	.....	5,724.94	62,772.38
Tampa Northern .....	.....	5,904.80	146,384.11
Tavares & Gulf.....	.....	3,413.26	28,684.35
Tampa Union Station Co.....	.....	1,367.37	23,079.42
Port St. Joe Dock & Ry. Terminal Co .....	.....	569.89	1,546.42
Total.....	\$ 80,694.32	\$ 79,989.78	\$ 827,085.51
			\$ 16,308,809.29

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1914, AND JUNE 30, 1915, FOR STATE OF FLORIDA.

NAME OF ROAD.	OPERATING REVENUES.			
	Year Ending June 30, 1914	Year Ending June 30, 1915	Increase for Latter Year	Decrease for Latter Year
Apalachicola Northern	\$ 226,752.30	\$ 141,335.20	\$.....	\$ 85,417.10
Atlanta & St. Andrews Bay	181,676.40	141,714.89	.....	39,961.51
Atlantic Coast Line.....	8,975,002.97	7,604,376.27	.....	1,370,626.70
Birmingham, Columbus & St. Andrews.....	44,705.65	26,268.69	.....	18,436.96
Charlotte Harbor & Northern.....	409,864.64	355,604.54	.....	54,200.10
East & West Coast.....	.....	3,395.42	.....	.....
Felismere Railroad	14,570.97	16,719.88	2,138.91	.....
Florida, Alabama & Gulf.....	40,993.00	22,934.43	.....	18,058.57
Florida East Coast.....	5,347,818.55	5,513,477.49	165,658.94	.....
Florida Railway	51,531.89	50,771.13	.....	760.76
Georgia, Florida & Alabama.....	168,534.77	129,564.48	.....	38,970.29
Georgia & Florida	17,022.62	16,743.66	.....	279.96
Georgia Southern & Florida.....	502,201.88	422,045.64	.....	80,156.24
Gulf, Florida & Alabama.....	75,745.17	48,033.48	.....	27,712.69
Jacksonville Terminal Co.....	24,161.38	29,135.82	4,974.44	.....
Live Oak, Perry & Gulf.....	151,610.88	179,092.82	27,481.94	.....
Louisville & Nashville.....	1,907,416.85	1,488,007.52	.....	419,409.33
Madison Southern	5,997.62	9,712.42	3,714.80	.....
Marianna & Blountstown.....	44,472.07	41,043.66	.....	3,428.41
Ocala Northern	59,008.47	37,119.7	.....	21,888.70
Ocala & Southwestern.....	31,024.83	10,688.48	.....	20,336.35
Pensacola, Alabama & Tennessee.....	2,575.89	1,214.03	.....	1,361.86
Pensacola & Perdido.....	17,022.39	9,223.01	.....	8,589.38
Seaboard Air Line.....	6,213,752.77	4,831,744.83	.....	1,382,007.94

South Georgia	93,115.50	65,642.37	27,473.13
St. Johns River Terminal Co.	64,513.76	59,849.44	4,664.22
Standard & Hernando.....	77,956.57	22,053.57	55,903.00
Tampa & Gulf Coast.....	70,910.22	185,472.60	114,562.38
Tampa & Jacksonville.....	99,241.85	70,255.38	28,986.47
Tampa Northern	180,453.05	112,042.81	68,410.24
Tavares & Gulf.....	31,459.77	34,416.25	2,956.48
Tampa Union Station Co.	5,048.78	4,957.87	90.91
Port St. Joe Dock & Ry. Terminal Co.			

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1914, AND JUNE 30, 1915, FOR STATE OF FLORIDA—(Continued).

NAME OF ROAD.	OPERATING EXPENSES.			
	Year Ending June 30, 1914	Year Ending June 30, 1915	Increase for Latter Year	Decrease for Latter Year
Apalachicola Northern	\$ 164,715.92	\$ 120,923.47	\$ 43,792.45	
Atlanta & St. Andrews Bay	116,323.65	130,671.82	14,348.17	
Atlantic Coast Line	6,387,123.62	5,522,880.25	864,243.37	
Birmingham, Columbus & St. Andrews	35,227.38	19,535.80	15,691.58	
Charlotte Harbor & Northern	425,153.77	431,267.44	6,113.67	
East & West Coast		2,441.40		
Fellsmere Railroad	32,646.38	28,812.94		3,833.44
Florida, Alabama & Gulf	34,490.41	16,897.49		17,592.92
Florida East Coast	3,653,220.95	3,418,530.68		234,690.27
Florida Railway	44,771.40	52,932.03	8,160.63	
Georgia, Florida & Alabama	194,986.36	153,767.08		41,219.28
Georgia & Florida	14,734.80	16,730.66	2,995.86	
Georgia Southern & Florida	511,489.91	467,148.53		44,341.38
Gulf, Florida & Alabama	38,356.12	39,744.11	1,388.09	
Jacksonville Terminal Co.	191,145.51	162,795.75		28,349.76
Live Oak, Perry & Gulf	114,816.31	109,216.63		5,599.68
Louisville & Nashville	1,383,504.59	1,282,441.56		101,063.03
Madison Southern	10,811.52	8,869.12		1,942.40
Marianna & Blountstown	34,304.90	28,697.47		5,707.43
Ocala Northern	51,527.64	39,045.11		12,482.53
Ocala & Southwestern	22,412.13	15,332.37		7,079.76
Pensacola, Alabama & Tennessee	10,696.24	5,529.36		5,166.88
Pensacola & Perdido	11,689.24	7,283.99		4,405.25
Seaboard Air Line	4,352,153.31	3,566,000.33		786,152.97

South Georgia	49,570.51	46,651.46	.....	2,919.05
St. Johns River Terminal Co.	150,347.30	169,797.97	19,450.67	.....
Standard & Hernando	75,319.96	34,437.48	.....	40,882.48
Tampa & Gulf Coast	44,898.51	114,951.92	70,053.41	.....
Tampa & Jacksonville	66,912.23	62,772.38	.....	4,139.85
Tampa Northern	122,215.99	146,384.11	24,168.12	.....
Tavares & Gulf	26,520.51	28,684.35	2,163.84	.....
Tampa Union Station Co.	22,180.90	23,079.42	898.52	.....
Port St. Joe Dock & Ry. Terminal Co. ....	.....	.....	.....	.....

CAPITAL STOCK FOR THE YEAR ENDING JUNE 30, 1915.

NAME OF ROAD.	Length of Road Owned	CLASS OF STOCK.			Total Par Value of Amount Actually Outstanding at Close of Year	Amount Per Mile of Road
		Common Stock	Second Preferred Stock	First Preferred Stock		
Apalachicola Northern	102.02	\$ 3,000,000	\$.....	\$.....	\$ 3,000,000	\$29,406.00
Atlanta & St. Andrews Bay.....	82.00	300,000	.....	.....	300,000	3,658.53
Atlantic Coast Line.....	4,608.47	68,558,000	.....	196,700	68,754,700	14,919.21
Birmingham, Columbus & St. Andrews.....	.....	.....	.....	.....	.....	.....
Charlotte Harbor and Northern.....	110.62	1,500,000	.....	500,000	2,000,000	17,537.52
East & West Coast.....	.....	.....	.....	.....	.....	.....
Fellsmere Railroad.....	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	25.50	150,000	.....	.....	150,000	5,882.35
Florida East Coast.....	738.97	10,000,000	.....	.....	10,000,000	13,532.34
Florida Railway.....	.....	.....	.....	.....	.....	.....
Georgia, Florida & Alabama.....	192.13	450,000	.....	.....	450,000	2,342.16
Georgia & Florida.....	320.20	5,217,000	.....	3,478,000	8,695,000	27,154.90
Georgia Southern & Florida.....	391.61	2,000,000	1,084,000	684,000	3,768,000	9,621.81
Gulf, Florida & Alabama.....	104.59	1,835,700	.....	433,000	2,268,700	21,691.36
Jacksonville Terminal Co.....	31.16	200,000	.....	.....	200,000	.....
Live Oak, Perry & Gulf.....	83.88	600,000	.....	.....	600,000	7,153.07
Louisville & Nashville.....	4,368.35	72,000,000	72,000,000	16,482.17
Madison Southern	6.70	50,000	50,000	7,462.68

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Marianna & Blountstown.....	28.56	120,000	120,000	4,201.75
Ocala Northern	45.50	390,000	390,000	8,573.62
Ocala & Southwestern.....	6.00	.....	.....	.....	.....	.....
Pensacola, Alabama & Tennessee.....	15.30	100,000	.....	.....	100,000	6,535.94
Pensacola & Perdido.....	10.65	125,000	.....	.....	125,000	11,737.08
Seaboard Air Line.....	3,047.42	37,019,400	.....	23,894,100	60,913,500	19,988.54
South Georgia	51.00	58,000	.....	.....	58,000	1,137.25
St. Johns River Terminal Co.....	32.11	100,000	.....	.....	100,000	.....
Standard & Hernando.....	34.21	300,000	.....	.....	300,000	8,769.36
Tampa & Gulf Coast.....	76.10	250,000	.....	.....	250,000	3,272.01
Tampa & Jacksonville.....	56.00	604,900	.....	.....	604,900	10,801.78
Tampa Northern	58.74	500,000	.....	250,000	750,000	12,768.18
Tavares & Gulf.....	36.40	250,000	.....	.....	250,000	6,868.15
Tampa Union Station Co.....	1.65	30,000	.....	.....	30,000	.....
Port St. Joe Dock & Terminal Ry. Co.....	1.43	1,000,000	.....	.....	1,000,000	.....

FUNDED DEBT FOR THE YEAR ENDING JUNE 30, 1915.

NAME OF ROAD.	Length of Road Owned	CLASS OF UNMATURED FUNDED DEBT.		
		Equipment Obligations	Mortgage Bonds	Collateral Trust Bonds
Apalachicola Northern	102.02	\$.....	\$ 2,000,000	\$.....
Atlanta & St. Andrews Bay	82.00	.....	850,000	.....
Atlantic Coast Line.....	4,608.47	2,523,000	94,320,000	35,000,000
Birmingham, Columbus & St. Andrews .....	.....	.....	.....	.....
Charlotte Harbor & Northern.....	110.62	.....	2,000,000	.....
East & West Coast.....	.....	.....	.....	.....
Fellsmere Railroad .....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	25.50	.....	500,000	.....
Florida East Coast.....	738.97	350,000	12,000,000	.....
Florida Railway .....	.....	.....	.....	15
Georgia, Florida & Alabama.....	192.13	10,202	2,113,000	.....
Georgia & Florida.....	320.20	68,454	7,822,000	.....
Georgia Southern & Florida.....	391.61	568,000	5,838,000	.....
Gulf, Florida & Alabama.....	104.59	.....	2,820,000	.....
Jacksonville Terminal Co.....	31.16	.....	500,000	.....
Live Oak, Perry & Gulf.....	83.88	49,812	789,000	.....
Louisville & Nashville.....	4,368.35	5,200,000	158,428,000	10,603,000
Madison Southern .....	.....	.....	.....	.....
Marianna & Blountstown.....	28.56	.....	200,000	.....
Ocala Northern .....	.....	.....	.....	.....
Ocala & Southwestern.....	.....	.....	.....	.....
Pensacola, Alabama & Tennessee.....	15.30	.....	100,000	.....
Pensacola & Perdido.....	10.65	.....	300,000	.....
Seaboard Air Line.....	3,047.42	6,902,000	73,840,000	6,000,000

South Georgia	51.00	.....	204,000	.....
St. Johns River Terminal Co..	32.11	.....	1,142,000	.....
Standard & Hernando.....				
Tampa & Gulf Coast.....	76.10	34,839	750,000	.....
Tampa & Jacksonville.....	56.00	.....	520,000	.....
Tampa Northern	58.74	.....	1,258,000	.....
Tavares & Gulf.....	36.40	.....	299,000	.....
Tampa Union Station Co.....	1.65	.....	225,000	.....
Port St. Joe Dock & Terminal Ry. Co.....			1,000,000	.....

FUNDED DEBT FOR THE YEAR ENDING JUNE 30, 1915—Continued.

NAME OF ROAD.	CLASS OF UNMATURED FUNDED DEBT			Total Funded Debt Outstanding at Close of Year	Amount Per Mile of Road Owned
	Income Bonds	Miscellaneous Obligations	Receipts Outstanding		
Apalachicola Northern	\$	\$		\$ 2,000,000	\$ 19,604.00
Atlanta & St. Andrews Bay		82,000,000		932,433	11,371.13
Atlantic Coast Line	31,000	4,619,135		136,493,135	29,400.89
Birmingham, Columbus & St. Andrews					
Charlotte Harbor & Northern				2,000,000	18,079.91
East & West Coast					
Fellsmere Railroad					
Florida, Alabama & Gulf				500,000	19,607.84
Florida East Coast	25,000,000			37,350,000	50,543.32
Florida Railway					
Georgia, Florida & Alabama				2,123,202	11,050.86
Georgia & Florida				7,890,454	24,642.26
Georgia Southern & Florida				6,406,000	16,358.37
Gulf, Florida & Alabama			37,000	2,857,000	27,315.23
Jacksonville Terminal Co.				500,000	
Live Oak, Perry & Gulf				838,812	10,000.00
Louisville & Nashville				174,231,000	39,884.85
Madison Southern					
Marianna & Blountstown				200,000	7,002.80
Ocala Northern					
Ocala & Southwestern					
Pensacola, Alabama & Tennessee				100,000	6,535.94
Pensacola & Perdido				300,000	28,169.01
Seaboard Air Line	25,000,000			111,742,000	36,667.73

South Georgia			204,000	4,000.00
St. Johns River Terminal Co.			1,142,000	
Standard & Hernando.....				
Tampa & Gulf Coast.....	11,110		795,950	10,457.95
Tampa & Jacksonville.....			520,000	9,285.71
Tampa Northern			1,258,000	21,416.58
Tavares & Gulf.....			299,000	8,159.34
Tampa Union Station Co.....			225,000	
Port St. Joe Dock & Terminal Ry. Co.			1,000,000	

INVESTMENT IN ROAD AND EQUIPMENT FOR THE YEAR ENDING JUNE 30, 1915 — ENTIRE LINE.

NAME OF ROAD.	EXPENDITURES FOR THE ROAD.		
	Investment in New Lines and Extensions During the Year	Investment in Additions and Betterments During the Year	Total Investment in Road During the Year
Apalachicola Northern	\$ 8,809.71	\$ 8,809.71	
Atlanta & St. Andrews Bay	11,337.52	11,337.52	
Atlantic Coast Line	262,830.29	1,633,317.63	1,896,147.32
Birmingham, Columbus & St. Andrews			
Charlotte Harbor & Northern		92,326.68	92,326.68
East & West Coast			
Fellsmere Railroad			
Florida, Alabama & Gulf			
Florida East Coast	369,905.10	172,783.74	542,688.84
Florida Railway			
Georgia, Florida & Alabama		2,803.93	2,803.93
Georgia & Florida			
Georgia Southern & Florida		47,370.32	47,370.32
Gulf, Florida & Alabama			
Jacksonville Terminal Co.		16,487.56	16,487.56
Live Oak, Perry & Gulf		993.38	993.38
Louisville & Nashville	821,358.67	2,309,650.28	3,131,008.95
Madison Southern		3,766.10	3,766.10
Marianna & Blountstown			
Ocala Northern			
Ocala & Southwestern			
Pensacola, Alabama & Tennessee			
Pensacola & Perdido			
Seaboard Air Line	255,834.13	346,603.78	602,437.91

South Georgia		*3,131.36	*3,131.36
St. Johns River Terminal Co.		55,703.64	55,703.64
Standard & Hernando			
Tampa & Gulf Coast.	58,826.08	31,767.79	90,593.87
Tampa & Jacksonville		1,214.36	1,214.36
Tampa Northern		816.99	816.99
Tavares & Gulf.....	8,611.50	1,200.00	9,811.50
Tampa Union Station Co.			
Port St. Joe Dock & Terminal Ry. Co.			

* Deficit.

INVESTMENT IN ROAD AND EQUIPMENT FOR THE YEAR ENDING JUNE 30, 1915 — ENTIRE LINE.
 (Continued.)

NAME OF ROAD.	Total Expenditures for Equipment During the Year	Total General Expenditures During the Year	Grand Total
Apalachicola Northern	\$ 437.63	\$ 9,247.63	\$ 9,247.63
Atlanta & St. Andrews Bay	11,337.52		11,337.52
Atlantic Coast Line	*286,836.46	8,482.01	1,617,792.87
Birmingham, Columbus & St. Andrews			
Charlotte Harbor & Northern	42,155.38	*15,797.36	118,684.70
East & West Coast			
Fellsmere Railroad			
Florida, Alabama & Gulf			
Florida, East Coast	670,708.59	4,541.39	1,217,938.82
Florida Railway			
Georgia, Florida & Alabama		*652.98	2,150.95
Georgia & Florida			
Georgia Southern & Florida	*123,471.00		*76,100.68
Gulf, Florida & Alabama			
Jacksonville Terminal Co.		8,623.92	25,111.48
Live Oak, Perry & Gulf	1,000.00		1,993.38
Louisville & Nashville	2,018,885.27	238,408.44	5,388,302.66
Madison Southern	3,523.05		7,289.15
Marianna & Blountstown			
Ocala Northern			
Ocala & Southwestern			
Pensacola, Alabama & Tennessee			

Pensacola & Perdido.....			
Seaboard Air Line.....	1,419,342.90		2,021,780.81
South Georgia	274.54		*2,856.82
St. Johns River Terminal Co.....	*8,350.00	*20,836.30	26,517.34
Standarrd & Hernando.....	*12,288.54		*12,288.54
Tampa & Gulf Coast.....	51,542.08	7,303.56	149,439.51
Tampa & Jacksonville.....			1,214.36
Tampa Northern	*67,383.95		*66,566.96
Tavares & Gulf.....			9,811.50
Tampa Union Station Co.....			
Port St. Joe Dock & Terminal Ry. Co.....			

* Deficit.

TOTAL INVESTMENT TO JUNE 30, 1915—ENTIRE LINE.

NAME OF ROAD.	INVESTMENT TO JUNE 30, 1907		Investment From July 1, 1907, to June 30, 1914
	Road	Equipment	
Apalachicola Northern	\$ 1,159,008.48	\$ 113,899.86	\$ 4,420,799.97
Atlanta & St. Andrews Bay	118,942,804.70	25,803,719.39	224,840.88
Atlantic Coast Line			31,071,081.00
Birmingham, Columbus & St. Andrews	2,517,980.97	53,157.97	281,803.09
Charlotte Harbor & Northern			
East & West Coast			
Fellsmere Railroad			
Florida, Alabama & Gulf	12,590,201.21	2,627,001.09	156,858.80
Florida East Coast			31,041,711.80
Florida Railway			
Georgia, Florida & Alabama	1,508,125.83	346,530.97	704,962.64
Georgia & Florida			
Georgia Southern & Florida	8,821,418.77	1,404,298.40	2,123,756.30
Gulf, Florida & Alabama			3,848,000.00
Jacksonville Terminal Co.	538,869.21	25,212.70	306,708.55
Live Oak, Perry & Gulf	1,070,256.76	63,671.63	208,448.72
Louisville & Nashville	139,471,342.11	36,072,004.83	64,987,947.32
Madison Southern			65,333.72
Marianna & Blountstown			
Ocala Northern			
Ocala & Southwestern			
Pensacola, Alabama & Tennessee	35,000.00		87,400.00
Pensacola & Perdido	20,000.00		139,750.00
Seaboard Air Line	113,979,096.41	12,213,660.89	38,764,683.85

South Georgia	303,257.21	60,571.32	106,148.85
St. Johns River Terminal Co..	1,187,137.91	10,000.00	71,350.20
Standard & Hernando.....	133,725.40	154,452.04	180,204.78
Tampa & Gulf Coast.....			850,869.01
Tampa & Jacksonville.....			577,242.16
Tampa & Northern.....			2,046,409.33
Tavares & Gulf.....			
Tampa Union Station Co.....			
Port St. Joe Dock & Terminal Ry. Co.....			2,158,074.67

TOTAL INVESTMENT TO JUNE 30, 1915—ENTIRE LINE—Continued.

NAME OF ROAD.	Investment Since June 30, 1914	Total Investment in Road and Equipment	Length of Road Owned	Average Investment Per Mile of Road Owned
Apalachicola Northern	\$ 9,247.34	\$ 4,430,047.31	102.02	\$ 43,423.32
Atlanta & St. Andrews Bay	11,337.52	1,509,086.74	82.00	18,403.49
Atlantic Coast Line	1,566,368.88	177,383,973.97	4,608.47	38,490.86
Birmingham, Columbus & St. Andrews				
Charlotte Harbor & Northern	118,684.70	2,971,626.68	110.62	26,860.95
East & West Coast				
Fellsmere Railroad				
Florida, Alabama & Gulf		156,858.50	25.50	6,151.32
Florida East Coast	1,217,938.82	47,476,852.92	738.97	64,247.33
Florida Railway				19.15
Georgia, Florida & Alabama	2,150.95	2,561,770.39	192.13	13,333.52
Georgia & Florida		15,499,445.14	320.20	48,405.51
Georgia Southern & Florida	*76,100.68	12,273,372.79	391.61	31,340.81
Gulf, Florida & Alabama	1,277,700.00	5,125,700.00	104.59	49,007.55
Jacksonville Terminal Co.	25,111.48	895,901.94	31.16	28,751.67
Live Oak, Perry & Gulf	1,993.38	1,344,370.49	83.88	16,027.30
Louisville & Nashville	5,388,302.66	245,919,596.92	4,368.35	56,295.76
Madison Southern	7,289.15	72,622.87	6.70	10,839.23
Marianna & Blountstown		172,759.14	28.56	6,041.89
Ocala Northern		571,714.24	45.50	12,565.20
Ocala & Southwestern		45,415.19	6.00	7,583.03
Pensacola, Alabama & Tennessee		122,400.00	15.30	8,000.00
Pensacola & Perdido		159,750.00	10.65	15,000.00
Seaboard Air Line	2,021,780.81	166,979,221.96	3,047.42	54,793.63

South Georgia	*2,856.82	467,120.56	51.00	9,159.23
St. Johns River Terminal Co.....	26,517.34	1,295,005.45	32.11	40,330.28
Standard & Hernando.....	*12,288.54	456,093.68	34.21	13,332.22
Tampa & Gulf Coast.....	149,439.51	1,000,308.52	76.10	13,144.66
Tampa & Jacksonville.....	1,214.36	528,456.52	56.00	10,329.58
Tampa & Northern.....	*66,566.96	1,979,842.37	58.74	33,705.18
Tavares & Gulf.....	.....	.....	.....	.....
Tampa Union Station Co.....	255,799.23	255,799.23	.....	.....
Port St. Joe Dock & Terminal Ry. Co.	2,548.04	2,160,622.71	.....	.....

*Credit.

INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1915.

NAME OF COMPANY.	OPERATING		
	Railway Operating Revenues	Railway Operating Expenses	Net Revenue From Railway Operations
Apalachicola Northern	\$ 141,335.20	\$ 120,923.47	\$ 20,411.73
Atlanta & St. Andrews Bay.....	177,143.61	130,671.82	46,471.79
Atlantic Coast Line.....	31,536,474.88	22,904,157.18	8,632,317.70
Birmingham, Columbus & St. Andrew.....	26,268.69	19,535.80	6,732.89
Charlotte Harbor & Northern.....	355,664.54	431,267.44	*75,602.90
East & West Coast.....	3,395.42	2,441.40	954.02
Felismere Railroad	16,719.88	28,812.94	*12,093.06
Florida, Alabama & Gulf.....	25,593.76	22,791.55	2,802.21
Florida East Coast.....	5,513,477.49	3,418,530.68	2,094,946.81
Florida Railway .....	.....	.....	.....
Georgia, Florida & Alabama.....	483,545.51	395,320.17	92,181.67
Georgia & Florida.....	682,045.73	706,923.09	*24,877.36
Georgia Southern & Florida.....	2,215,773.23	1,843,662.29	372,110.94
Gulf, Florida & Alabama.....	88,397.90	78,127.92	10,269.98
Jacksonville Terminal Co.....	.....	.....	2,476.70
Live Oak, Perry & Gulf.....	179,393.82	109,216.63	69,876.19
Louisville & Nashville.....	51,606,015.39	39,431,789.01	12,174,226.38
Madison Southern	9,712.42	8,869.12	843.30
Marianna & Blountstown.....	41,043.60	28,697.47	12,346.19
Ocala Northern	37,119.77	39,045.11	*1,925.34
Ocala & Southwestern.....	10,688.48	15,332.37	*4,643.89
Pensacola, Alabama & Tennessee.....	1,214.03	5,529.31	*4,315.33
Pensacola & Perdido.....	9,233.01	7,283.99	1,949.02

Seaboard Air Line.....	21,280,462.79	14,922,534.35	6,357,928.44
South Georgia	187,886.04	139,954.54	47,931.50
St. Johns River Terminal.....			
Standard & Hernando.....	22,053.57	34,437.48	*12,383.91
Tampa & Gulf Coast.....	185,472.60	114,951.92	70,520.68
Tampa & Jacksonville.....	69,884.88	62,772.38	7,112.50
Tampa Northern	112,042.81	146,384.11	*34,341.30
Tavares & Gulf.....	34,037.57	35,738.99	*1,701.42
Tampa Union Station Co.....			
Port St. Joe Dock & Terminal Ry. Co.....	3,852.20	1,614.43	2,305.78

* Deficit.

INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1915 — (Continued).

NAME OF COMPANY.	INCOME.		
	Railway Tax Accruals	Uncollectible Railway Revenues	Total Operating Income
Apalachicola Northern	\$ 10,800.00	\$.....	\$ 9,611.73
Atlanta & St. Andrews Bay	14,130.44	67.75	32,273.60
Atlantic Coast Line	1,589,156.80	14,046.74	7,029,114.16
Birmingham, Columbus & St. Andrews	1,670.14	.....	5,062.75
Charlotte Harbor & Northern	31,226.41	26.35	*106,855.66
East & West Coast .....	.....	.....	954.02
Felismere Railroad	1,228.25	.....	*13,321.31
Florida, Alabama & Gulf	2,084.88	.....	717.33
Florida East Coast	236,089.52	858.44	1,857,998.85
Florida Railway .....	.....	.....	.....
Georgia, Florida & Alabama	28,950.00	367.43	58,907.91
Georgia & Florida	41,800.00	444.24	*67,121.60
Georgia Southern & Florida	116,180.43	2,525.30	253,405.21
Gulf, Florida & Alabama	10,688.87	.....	*418.89
Jacksonville Terminal Co.	21,242.22	.....	*18,765.52
Live Oak, Perry & Gulf	8,700.00	.....	61,477.30
Louisville & Nashville	2,136,712.78	6,065.19	10,031,448.41
Madison Southern	381.00	.....	462.30
Marianna & Blountstown	2,779.56	.....	9,566.63
Ocala Northern	3,652.47	108.20	*5,686.01
Ocala Southwestern	255.02	.....	*4,898.91
Pensacola, Alabama & Tennessee	3,105.89	.....	*7,421.22
Pensacola & Perdido	2,387.81	.....	*438.79

Seaboard Air Line.....	1,062,246.68	8,902.94	5,286,778.82
South Georgia	9,494.56	37.49	38,399.45
St. Johns River Terminal.....	24,902.52	.....	*24,902.52
Standard & Hernando.....	7,577.41	.....	*19,961.32
Tampa & Gulf Coast.....	5,047.97	37.86	65,434.85
Tampa & Jacksonville.....	5,009.62	.....	2,112.88
Tampa Northern	20,759.94	22.12	*55,123.36
Tavares & Gulf.....	2,700.00	.....	*4,401.42
Tampa Union Station Co.....	4,742.50	.....	*4,742.50
Port St. Joe Dock & Terminal Ry. Co.....	.....	.....	1,362.77

* Deficit.

INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1915 — (Continued).

NAME OF COMPANY.	Non-Operating Income	Gross Income	Deductions From Gross Income	Net Income
Apalachicola Northern.....	1,300.00	9,624.73	4,538.74	5,085.99
Atlanta & St. Andrews Bay.....	1,146.53	33,420.13	62,349.06	*28,928.90
Atlantic Coast Line.....	3,438,669.62	10,467,783.78	6,154,503.14	4,313,280.64
Birmingham, Columbus & St. Andrews.....	68.22	5,130.97	3,447.59	1,683.38
Charlotte Harbor & Northern.....	143,280.27	36,424.61	78,970.24	*42,545.63
East & West Coast.....		954.05		954.05
Fellsmere Railroad.....				
Florida, Alabama & Gulf.....	42,899.87	43,617.20	44,750.35	*1,133.15
Florida East Coast.....	54,626.14	1,912,624.99	1,699,305.65	213,319.34
Florida Railway.....				
Georgia, Florida & Alabama.....	2,677.30	61,585.21	127,974.14	*66,388.93
Georgia & Florida.....	3,568.16	*63,553.44	573,004.16	*636,557.60
Georgia Southern & Florida.....	133,655.62	387,060.83	382,040.89	5,019.94
Gulf, Florida & Alabama.....	707.95	289.06	58,792.50	*58,503.44
Jacksonville Terminal Co.....	85,103.62	66,338.10	66,338.10	
Live Oak, Perry & Gulf.....	3,571.01	65,048.31	48,006.92	17,041.39
Louisville & Nashville.....	3,429,595.65	13,461,044.06	8,509,280.20	4,951,763.86
Madison Southern.....	3,509.06	3,971.36	1,953.34	2,018.02
Marianna & Blountstown.....	1,532.14	11,098.77	24,591.58	*13,492.81
Ocala Northern.....		*5,686.01	10,912.71	*16,598.72
Ocala & Southwestern.....	148.94	*4,749.97	2,871.96	*7,621.93
Pensacola, Alabama & Tennessee.....		*7,421.22	3,500.00	*10,921.22
Pensacola & Perdido.....		*438.79	10,500.00	*10,938.79
Seaboard Air Line.....	485,076.44	5,771,855.26	5,738,280.46	33,574.80
South Georgia.....	7,668.33	46,067.78	34,929.01	11,138.77
St. Johns River Terminal Co.....	76,975.17	52,072.65	52,072.65	

Standard & Hernando.....	.....	*19,961.32	2,830.18	*22,791.50
Tampa & Gulf Coast.....	.....	65,434.85	54,912.73	10,522.12
Tampa & Jacksonville.....	1,391.10	3,503.95	40,630.77	*47,126.82
Tampa Northern.....	17,089.32	*38,034.04	85,056.73	*123,090.77
Tavares & Gulf.....	.....	*4,401.42	30,674.88	35,076.30
Tampa Union Station Co.....	19,508.11	14,756.61	12,225.00	2,540.61
Port St. Joe Dock & Terminal Ry. Co.....	.....	1,362.77	7,441.47	*6,078.70

*Deficit.

Report of Derailments and Wrecks and Accidents to Persons for Year ending Feb. 29, 1916.

ATLANTIC COAST LINE.

TIME OF WRECK		Date Received	PLACE OF WRECK OR ACCIDENT TO PERSONS	Freight Train Number	Passenger Train Number	Freight Engine Number	Passenger Engine Number	Whether Freight or Passenger, or Both	CAUSE OF WRECK OR ACCIDENT TO PERSONS	DAMAGE		NUMBER PERSONS KILLED OR INJURED				REMARKS
Hour	Date									Equipment	Track	Employees Killed	Others Injured			
7:50 A. M.	26 Feb., 1915	26 Feb., 1915	1 mile North Enterprise Junct.	209	392	1008	...	Both Freight	Head-on Collision	\$6,485.00	132 ft.	5	...	...	...	No serious injuries.
2:35 P. M.	1 Mar., 1915	1 Mar., 1915	Accident at Martin	232	300	...	...	Local Freight	Trying to board moving train	975.00	...	1	1	1	1	Colored passenger had leg cut off.
6:45 A. M.	12 Mar., 1915	12 Mar., 1915	Between Blanton and San Antonio	95	83	235	...	Passenger	Defective truck on Fender . . . . .	...	...	1	1	1	1	Derailed Tend and 3 coach; no injuries.
9:45 A. M.	14 Mar., 1915	14 Mar., 1915	Near Huntington—Accident	Log	...	...	...	Passenger	Trespasser knocked off by cattle guard . . . . .	...	...	1	1	1	1	Negro tresp. riding outside coach door.
12:45 A. M.	15 Mar., 1915	15 Mar., 1915	Accident near Minorville	Extra	234	...	...	Overstreet Crate Co. log train	Crossing track in front of train . . . . .	...	...	2	2	1	1	Lady, age 72, leg broken, should. inf'd.
3:25 A. M.	18 Mar., 1915	18 Mar., 1915	Accident at Sutherland	Extra	1009	...	...	Extra Freight	Horse in buggy backed into train . . . . .	...	...	1	1	1	1	Injuries slight.
12:45 A. M.	19 Mar., 1915	19 Mar., 1915	At South Switch—Russell	37	233	...	...	Extra Freight	Switch tampered with maliciously	3,145.00	...	3	3	1	1	Engine and 9 cars derailed.
3:25 A. M.	24 Mar., 1915	24 Mar., 1915	1-4 mile North of Lady Lake	30	...	...	...	Passenger	Defective track	125.00	300 ft.	1	1	1	1	Eng. and 2 sleep. cars derailed; no inj.
7:50 A. M.	31 Mar., 1915	31 Mar., 1915	Accident at Belleair	343	...	...	...	Local Freight	Fell under train . . . . .	...	...	1	1	1	1	Employee had leg crushed; died.
3:17 P. M.	27 Mar., 1915	27 Mar., 1915	Accident 500 ft. West of Trenton	337	...	...	...	Mixed Train	Trying to board moving train . . . . .	...	...	1	1	1	1	Negro woman had foot crushed.
9:30 P. M.	30 Mar., 1915	31 Mar., 1915	Accident at Belleair	337	...	...	...	Local Freight	Foot caught in frog . . . . .	...	...	1	1	1	1	Conductor run over.
6:30 P. M.	1 Apr., 1915	1 Apr., 1915	Accident, lower yard, Jacksonville	39	...	...	...	Switch Train	Tresp. attempting to get on mov. train . . . . .	...	...	1	1	1	1	Had foot mashed.
4:10 P. M.	1 Apr., 1915	2 Apr., 1915	Accident at Leesburg	254	...	...	...	Passenger	Negro child cross'g track front of train . . . . .	...	...	1	1	1	1	Had arm broken and face bruised.
8:20 A. M.	27 Apr., 1915	27 Apr., 1915	Accident 2 miles South Haines City	84	...	...	...	Passenger	Struck velocipede . . . . .	...	...	1	1	1	1	Injured trying to get veloc. off track.
9:40 P. M.	2 May, 1915	3 May, 1915	Accident at Green Cove Springs	Extra	995	...	...	Freight Train	Knocked from step engine by flat car . . . . .	...	...	1	1	1	1	Flat car on sid'g too close to clear trn.
11:05 P. M.	12 May, 1915	13 May, 1915	Accident at Haines City	82	...	252	...	Passenger	Struck colored trespasser . . . . .	...	...	1	1	1	1	Ball struck 1 passenger on shoulder.
8:30 P. M.	14 May, 1915	14 May, 1915	Accident at Reddick	9	...	...	...	Passenger	Unknown party shot into train . . . . .	...	...	1	1	1	1	13 cars derailed; no injuries.
2:35 A. M.	28 May, 1915	28 May, 1915	Near Seffner	Extra	958	...	...	Extra Freight	Rt. main driv. journal on eng. break'g	1,310.00	...	1	1	1	1	9 cars derailed; no injuries.
4:42 P. M.	30 May, 1915	31 May, 1915	Near Winston	961	...	...	...	Passenger	Car bridge iron jumping track	120.00	...	1	1	1	1	Had foot cut off.
10:55 P. M.	11 June, 1915	12 June, 1915	Accident at Ocala	Extra	...	...	...	Extra Freight	Asleep on track . . . . .	...	...	1	1	1	1	Had both feet cut off.
8:50 P. M.	12 June, 1915	13 June, 1915	Accident S. A. L. crossing, Newberry	Extra	...	...	...	Log Train	Trespasser jumping off train . . . . .	...	...	1	1	1	1	Fell from train.
9:10 P. M.	13 June, 1915	14 June, 1915	At Ybor City	82	...	...	...	Passenger	Trespasser fell from train . . . . .	...	...	1	1	1	1	Had right foot cut off.
2:30 P. M.	28 June, 1915	29 June, 1915	Accident Ocala Junction	49	...	...	...	Passenger	Jumping off moving train . . . . .	...	...	1	1	1	1	Fell between cars.
7:18 P. M.	29 June, 1915	30 June, 1915	Accident at Tampa	89	...	...	...	Passenger	Trespasser boarding train . . . . .	...	...	1	1	1	1	Had foot cut off.
6:35 A. M.	2 Aug., 1915	3 Aug., 1915	3 miles North of Sebring	182	...	301	...	Passenger	Train ran into washout	510.00	...	1	1	1	1	Eng. 2 comb. cars and coach derailed.
10:37 A. M.	14 Aug., 1915	15 Aug., 1915	Accident at Green Cove Springs	89	...	...	...	Passenger	Trespasser crossing track . . . . .	...	...	1	1	1	1	Negro trespasser badly injured.
5:40 P. M.	23 Aug., 1915	23 Aug., 1915	Accident at Jacksonville	82	...	...	...	Shuttle Train	Getting off moving train . . . . .	...	...	1	1	1	1	Negro section hand had foot cut off.
12:30 A. M.	14 Oct., 1915	15 Oct., 1915	1-2 mile North of Formosa . . . . .	...	...	...	...	Passenger	Ran into washout . . . . .	...	...	1	1	1	1	Eng. 2 ex. cars, mail car, 1 coach d'rid.
6:30 A. M.	28 Oct., 1915	28 Oct., 1915	Accident near Mascotte	Log	905	...	...	Work Train	Fell between cars . . . . .	...	...	1	1	1	1	Negro section hand killed.
2:00 P. M.	7 Oct., 1915	— Oct., 1915	133 Mile Post—Perry Branch	343	945	...	...	Log Train	Log falling from train . . . . .	...	...	1	1	1	1	5 log cars derailed; no injuries.
3:35 P. M.	7 Oct., 1915	— Oct., 1915	Near Trenton	300	...	...	...	Mixed Train	Track out of surface . . . . .	...	...	3	3	3	3	3 freight cars derailed; no injuries.
5:35 P. M.	8 Nov., 1915	9 Nov., 1915	...	...	...	...	...	Local Freight	Part of brake rigging dropped on ties . . . . .	...	...	1	1	1	1	Caboose car turned over.
1:50 A. M.	11 Nov., 1915	11 Nov., 1915	At Winston	Extra	...	...	...	Freight	Ran into rear end wreck train	235.00	...	2	2	1	1	Destroyed 2 wreck cars; engine d'mgd.
11:15 P. M.	10 Nov., 1915	11 Nov., 1915	At Youmans	Extra	957	...	...	Freight	Broken bolt in frog	105.00	...	3	3	3	3	3 cars derailed.
6:30 A. M.	24 Nov., 1915	24 Nov., 1915	Accident at Newberry	Extra	...	...	...	Freight	Struck automobile . . . . .	...	...	1	1	1	1	Auto Driver slightly injured.
3:20 P. M.	29 Nov., 1915	3 Dec., 1915	Accident, Tarpon Springs	163	...	...	...	Passenger	Struck automobile . . . . .	...	...	2	2	2	2	Auto Driver slightly injured.
11:05 P. M.	30 Nov., 1915	1 Dec., 1915	Orange City Junction	333	966	...	...	Local Freight	Broken truck	240.00	...	3	3	3	3	2 cars and caboose derailed.
8:10 P. M.	7 Dec., 1915	8 Dec., 1915	195 Brownsville	Extra	958	...	...	Freight	Brake beam dropping . . . . .	...	...	1	1	1	1	Demolished 3 refrig. cars and caboose.
1:50 P. M.	17 Dec., 1915	17 Dec., 1915	3 miles South Leesburg	333	996	...	...	Mixed Train	Broken flange	350.00	...	2	2	1	1	Derailed 2 flat cars and coach.
2:05 P. M.	17 Dec., 1915	17 Dec., 1915	Wilcox Junction	150	509	...	...	Freight	Unknown	75.00	...	1	1	1	1	Eng. 2 ex. cars, mail, exp. and bag. car.
9:50 A. M.	23 Dec., 1915	23 Dec., 1915	1-2 mile North Magnolia Springs	333	996	...	...	Freight	High speed heav. load. gond. coal cars	910.00	...	1	1	1	1	Eng. derailed.
3:35 P. M.	23 Dec., 1915	27 Dec., 1915														